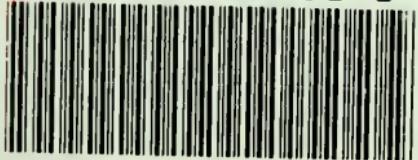
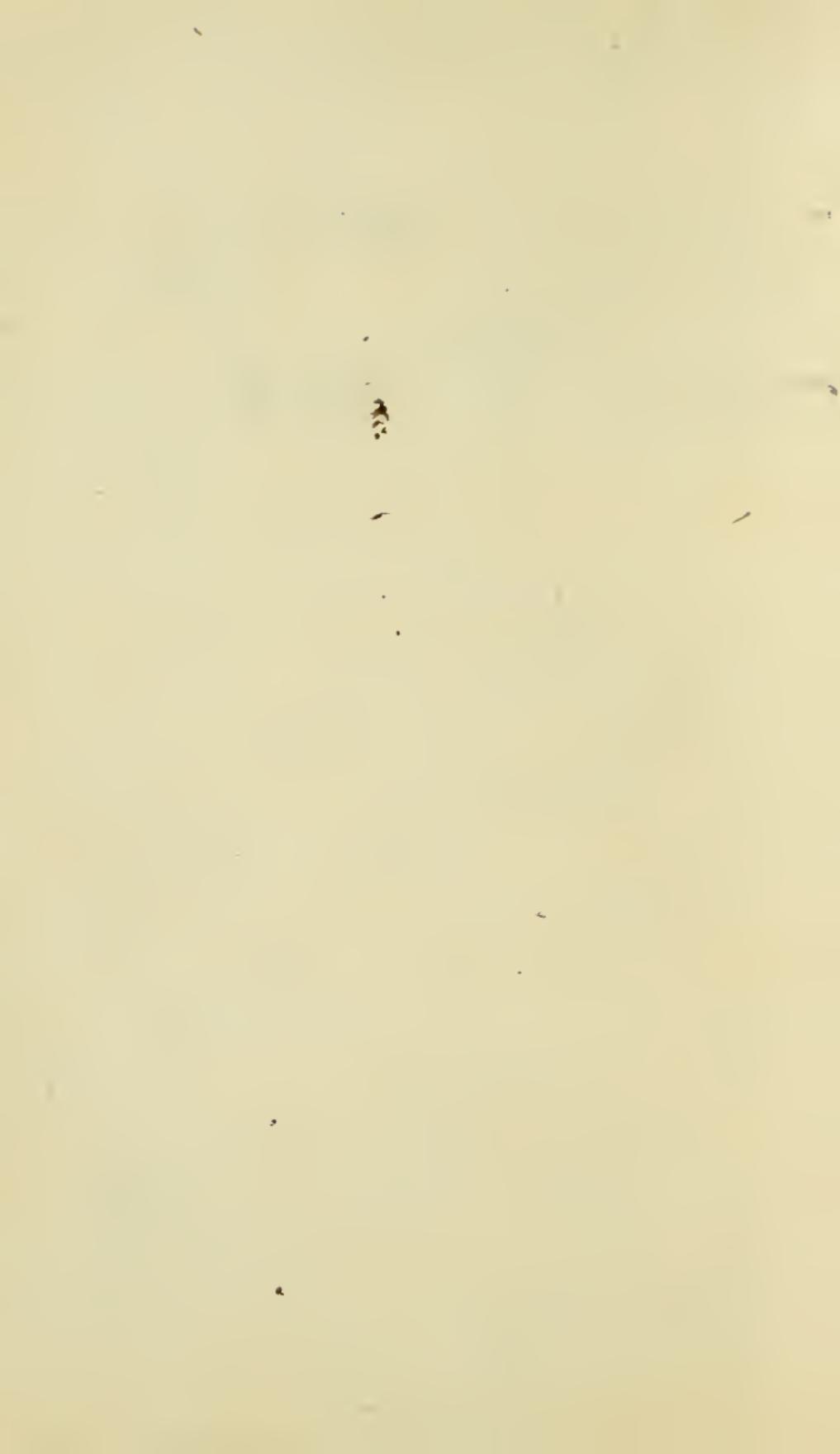


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OF ALL THE
TOWNS ALONG THE LINE.

SHORT HISTORICAL SKETCHES.

OF THE VARIOUS PLACES.

**Supplemented with a Complete Map and Time
Table. Printed by Authority of the Co.**

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SAYER & NOBLE, BOOK AND JOB PRINTERS.
1873.

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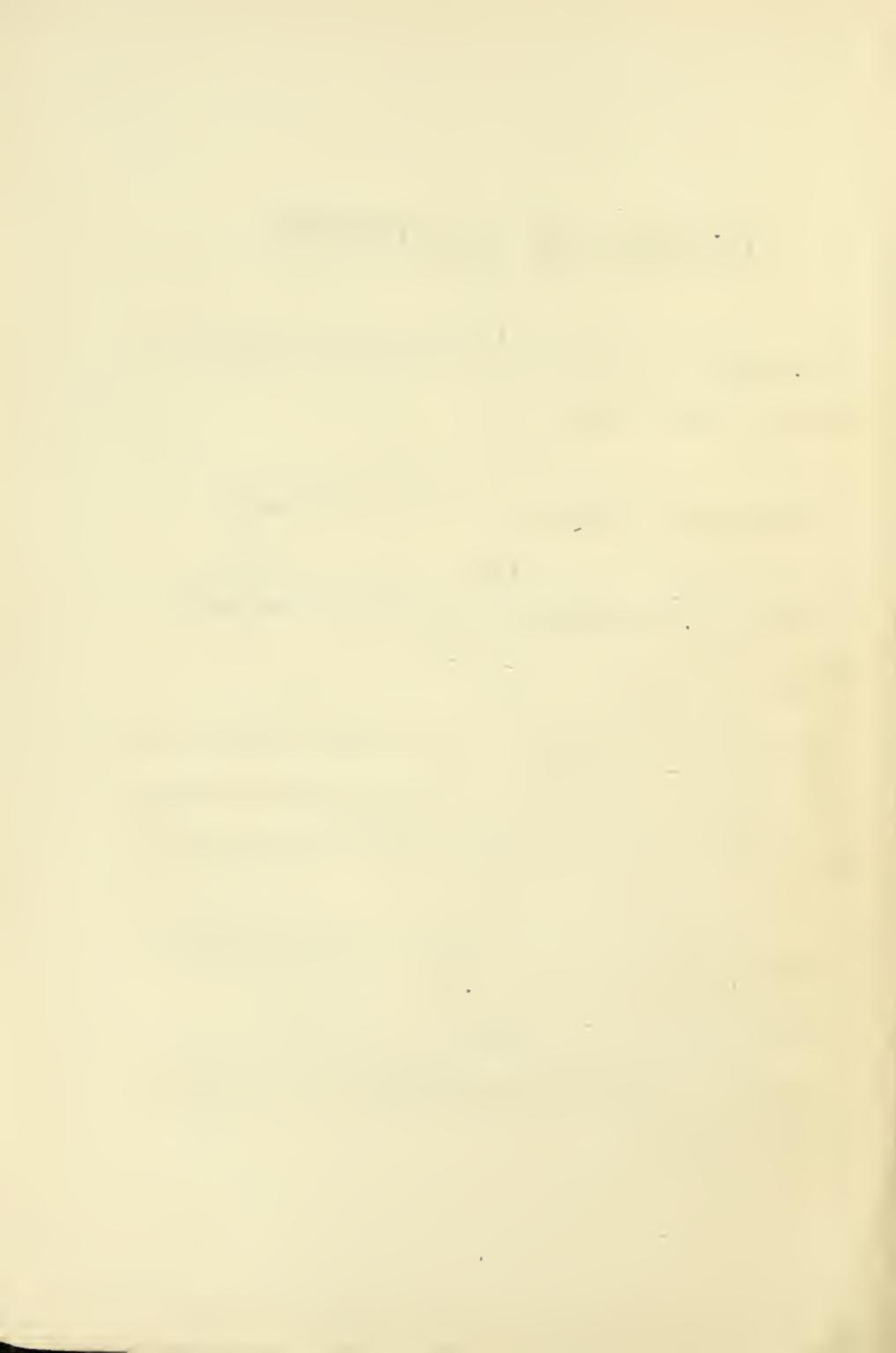
HISTORICAL SKETCHES AND DESCRIPTIONS OF
THE VARIOUS CITIES, VILLAGES, AND TOWNS ALONG
THE ROUTE, WITH BUSINESS DIRECTORY OF EACH.

V.

DIRECTORY OF THE LEADING BUSINESS HOUSES
IN NEW YORK.

VI.

COMPLETE TIME TABLES AND MAP OF THE MID-
LAND RAILROAD.



P R E F A C E.

The object of this little work is to furnish the patrons of the Midland Railroad and the people living along the route a thorough knowledge of this great new thoroughfare as far as completed; to give travellers an idea of the beautiful scenery through which the road passes, and a general history, description, and business directory of the cities, villages and towns along the route.

Believing that such a volume would be found needful and greatly appreciated by those travelling the route, the publishers venture to present this little GUIDE for your entertainment and instruction, with the hope that on a perusal of its pages it will have been found useful.

A new and revised edition will be issued yearly, and it is our aim to make each subsequent issue an improvement over the previous one.

Respectfully,

SAYER & NOBLE.

DECKERTOWN, N. J., 1873.

STATIONS AND DISTANCES

FROM NEW YORK OR JERSEY CITY.

New Jersey Division.	
New York.....
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Singac.....	20
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GEOLOGICAL CURIOSITIES.

A writer in the U. S. Railroad and Mining *Gazette* furnishes us the following curious geological feature of the Midland Railroad :

Leaving the Pennsylvania Railroad Company's depot in Jersey City, the Midland train runs toward Newark for a mile or so, through the deep cut in the trap range back of the city, and then switches off to the right and runs north along the east edge of the great marshes through which the Hackensack and Passaic meander. Formerly New York Bay occupied all this district which is in fact nothing else than the common delta of these streams. Side by side with the New York and Erie Railroad the Midland runs northward for some miles and then sweeps round northwestward and westward through Hackensack to Paterson (twenty miles from New York) where it turns sharp north again, crosses the Passaic and begins its ascent of the east side of Paterson trap range. It is two hundred and thirty feet above tide at Wortendyke station) twenty-six miles,) three hundred and forty at Wyckoff (twenty-seven miles) and three hundred and eighty at the summit where it turns west and southwest, and runs down to two hundred and seventy at Oakland, two hundred and thirty eight feet at the bridge over the Ramapo River, and two hundred and ten at Pompton.

Here the line commences its ascent of the valley

of a branch of the Ramapo cutting square across through an extensive primary country of gneiss rocks, which form the front range of the Highlands. Its general course is pretty straight, one or two points of the compass north of west, until it reaches the summit of a high pass in Wallkill mountain. The height of its different stations, observed by barometer, are as follows: Bloomingdale two hundred and fifty feet (thirty-six miles), Smithsville four hundred and forty, Charlestown (forty-three) seven hundred and ten, Newfoundland (forty-four) seven hundred and sixty, Oakhill eight hundred, Snauftown nine hundred and ninety, which is nearly at the summit. The line then descends down the west side of the Wallkill mountain to Ogdensburg, (fifty-six miles from New York), where it is five hundred and thirty feet above the tide. Here it finds and uses the natural dam or embankment across the level bottom of the Wallkill Valley, to which we invite attention.

The valley is strait for many miles from Franklin; runs nearly north and south; drains northward; and consists of white and blue limestone outcrops cultinated from an early day. The dip is steeply either north seventy-five west, or south seventy-five east, the west side of the valley is made by a range of crystalline white limestone hills two hundred to three hundred feet high, in which lie the famous Franklinite iron and zinc ore beds of Sterling Hill and Franklin, backed by a country of gneiss rock. The outcropping rocks of the valleys and hills are *rounded and polished grooved and scratched by the ice*, just as they are in the Alps. Sand gravel and boulders tell the same story of a glazier moving up the valley from the north southwards.

The natural embankment across the valley at Ogdensburg, is apparently the terminal morsine which

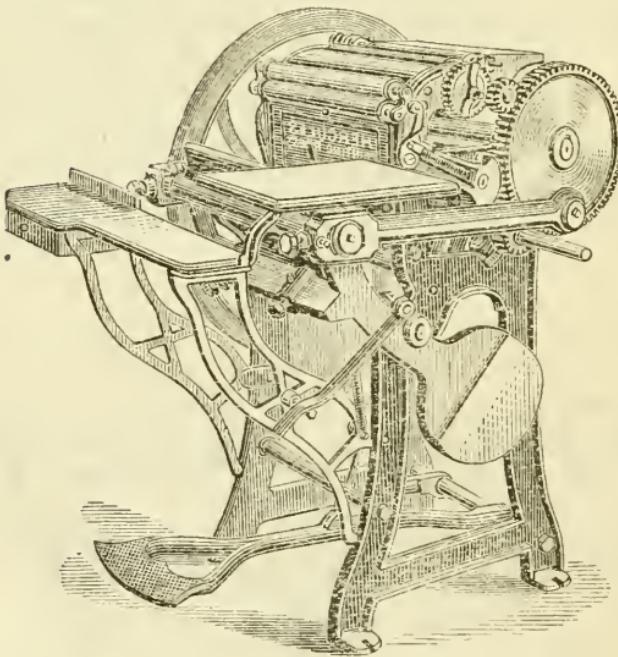
this glacier left when it had shrunk to a smaller size, and was about disappearing from the country at the end of the Glacial era. It consists of sand, gravel and boulders from the top to the bottom; is about a mile long, abutting against the Wallkill Mountain on the east and against Sterling Hill on the west; is one hundred feet high, and not more than two hundred and fifty feet wide at the base; consequently resembles a railway embankment. The Wallkill has cut through it at its west end, and the Midland has filled up the cut with an artificial embankment borrowed from the stuff of the natural embankment, leaving open two culvert ways, one for the country and the other for the Wallkill waters.

**JOHN CASEY,
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AND
Stereotyper,
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SAYER & NOBLE, Deckertown, N. J.

HISTORIC SKETCH.

The New York and Oswego Midland Railroad was originated by a combination of the various communities through which the line passes—each endeavoring to secure direct rail communication with existing through lines—ultimating in the formation of the company, under the leadership of Hon. Dewitt C. Littlejohn, of Oswego, and Hon. Henry R. Low, of Monticello, N. Y., who succeeded in giving the scheme definite form by securing the necessary legislation, making preliminary surveys and obtaining subscriptions to stock in the early part of 1868.

On the 2d of June, 1868, the first contract was awarded for the construction of the new thoroughfare from Oswego to Sidney Plains. Ground was first broken at Norwich on the 24th of the same month. The work did not make much progress until in September, when it was pressed forward to completion.

In October, 1869, the road was opened for business from Oneida to Central Square, a distance of 31 miles; in the following November, from Oswego to Norwich, 100 miles; June, 1870, Norwich to Sidney Plains, 25 miles; August, 1870, East Guilford to New Berlin, 22 miles; January, 1871, Middletown to Thompson's Sta-

tion, 29 miles; July, 1871, Summitville to Ellenville, 8 miles; May 1, 1872, Middletown to New York—by the leasing of the Middletown, Unionville and Water Gap, and New Jersey Midland Railroads—88 miles; February, 1872, Crawford Branch, from Middletown to Pine Bush, (leased,) 10 miles; January 15, 1872, lease of the Utica, Clinton and Binghamton, and the Rome and Clinton Railroads, about 150 miles.

The Tunnel through the Shawangunk Mountain, 3,860 feet in length, was completed during the month of January, and trains commenced running through it regularly after the 1st of February, 1872. This work deserves more than a passing notice. When the Midland Railroad was projected and began to assume the appearance of a successful enterprise it was bitterly assailed by those companies whose interests and business were to be affected unfavorably by its construction, and by persons, who are to be found in all communities, opposed to every new improvement. Among the evidences cited to prove the visionary nature of the scheme was the Shawangunk Tunnel. It was claimed that the company were about to attempt that which was almost an impossibility, and which, if possible, would be the work of many years, and sink the whole enterprise in bankruptcy.

It required nearly a year longer than originally expected to finish it, which delay was due entirely to the fact that approach at the west end was through an unusually hard material, not contemplated in the estimates, and through which it was impossible to reach the portal

until nearly 1,000 feet of the east end of the tunnel were completed.

The original estimate of the Chief Engineer of the cost of the tunnel and approaches was \$371,500. The work was done for about \$5,000 less than the Engineer's estimate. It is the most economically constructed tunnel of the same length in the world, and its successful completion, within the cost as estimated, fully justifies the undertaking.

The receipts and disbursements for construction of the New York and Oswego Midland Railroad to March 1, 1873, was as follows:—

RECEIPTS.	
From mortgage bonds.....	\$10,454,055 16
From subscriptions.....	7,183,082 53
From profits from transportation.....	368,011 73
From unfunded debt, mostly secured by mortgage bonds.....	3,256,662 60
	<hr/>
	\$21,261,812 02
DISBURSEMENTS.	
Cost of road building and real estate.....	\$17,896,235 93
Cost of equipment.....	2,241,918 59
Cost of telegraph.....	55,812 82
Advances to aid in construction of New Jersey and leased roads, for which this company holds adequate securities.....	923,345, 95
	<hr/>
	\$21,117,313, 29

The equipment of the road is as follows:—85 locomotives, 51 passenger coaches, 30 baggage, mail and express cars, 359 box and stock cars, 609 flat cars, 17 caboose cars, 400 gondola cars, 96 gravel and ore cars, 196 four-wheel coal cars, 6 snow plows.

The company has a contract for 1,600 freight cars, to be delivered at the rate of 40 per month or as much

faster as their wants may require. Also a contract for 26 locomotives, to be delivered during the present spring and summer. It is intended to contract immediately for 25 additional locomotives, which, with the power on hand, will supply all wants for a year to come.

Notwithstanding many embarrassments to the company during the year 1872 a determined effort was made to open the line for traffic on the 1st of January, 1873. The grading was accomplished, but, before the track could be completed, the winter set in with more than usual severity, and was accompanied throughout with almost unprecedented snow storms.

Under these circumstances it was deemed unwise to make an additional expenditure of money until the present spring, when the work could be done in a more permanent manner. It will require until the last of May or the middle of June to finish the ballasting, when the road can be opened from Scipio and Oswego to New York for general business.

The western extension of the road has been completed to Scipio Centre, in Cayuga county. Surveys have been made for its further extension to the Niagara River at an early day.

No combination can prevent this road from receiving its full share of through business. Its construction has become a necessity, and its western extension regarded as the most important work the company have before them and indispensable to its perfect success.

January 1st, 1873, the Montclair Railway, of New

Jersey, was transferred to this company under lease, and 38 miles has been operated for traffic since that date. In connection with the short line located, and to be built by way of Greenwood Lake, it will become an important portion of the through line.

The Midland system of railroads contemplates about 800 miles of road in New York and New Jersey, all to be completed, united and in operation in 1874. Of this nearly 600 miles are now built, and will be brought together by the completion of the Middle Division during the present summer.

Terminal arrangements at Jersey City have been made for business at the depot and ferry of the New Jersey Railroad and Transportation Company, now controlled by the Pennsylvania Railroad Company, by which passengers are landed at Courtland and Debrosses streets, in the City of New York.

This depot and ferry will always be popular with the travelling public, and the arrangement for its use as the passenger depot of the Midland will most probably be permanent. This will enable the company to improve the Weehawken property for the convenient transfer and handling of freight. The possession of the Weehawken Ferry, with the land and river front now owned by the New Jersey Midland Railroad Company, will give facilities for the transaction of freight business equal to any road terminating at New York City.

The New Jersey Midland Railroad Company owns 2,000 feet of water front at the Elysian Fields, together

with 50 acres of land. This is to be the terminus for the freight line of the New York Midland Company. A contract has been given out for the construction of a branch road from New Durham to Weehawken, with a cut over the Palisades, to be built at once. A tunnel is also to be built under the hill, the work was commenced this spring. It will be 3,500 feet in length, which will be 800 feet shorter than the Erie tunnel. The tunnel will require two years for construction. This, with the vast improvements at the Elysian Fields in the way of warehouses, docks, &c., will involve an estimated cost of \$4,000,000, and the Buffalo extension about \$6,000,000.

Such is a brief history of one of the most successful railroad enterprises of the day up to the present time.

The New York and Oswego Midland Railroad, with all its side lines and the extension to Buffalo, will not cost, with double track on the main line, one third the capital represented by the Erie or New York Central and Hudson River Railroads, while it will possess all the advantages of these roads for the transaction of local and through business. With its southern terminus at the City of New York, the commercial centre of the country, with one arm on Lake Ontario and another on Lake Erie, constructed on shorter lines than its competitors, at one-third the cost, traversing a highly productive and thickly settled portion of country, which has already developed a good paying business, the company have a property which, under prudent and honest management,

should be a profitable investment to the cities, villages and towns which have contributed to its construction, while the incidental advantages accruing to the counties through which it runs, from the business facilities afforded, will be many fold greater than its entire cost.

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Preparations from this plant are recommended in the highest terms by the leading medical periodicals of Europe and South America as the most cleansing and strengthening agent and powerful remover of vesical obstructions known to *medici medica*.

It should be taken in all cases of Debility, General Weakness or Inertia, whether arising from *impure blood* or otherwise. It will destroy all poisonous secretions, remove all obstructions and afflictions of the Liver and Spleen, Uterine and Urinary Organs, give power to the weak Stomach and Intestines, and effectually dispel all predisposition to bilious derangement.

It produces no violent action on the Liver and Bowels as a Cathartic, but is rather soothing and quieting in its effects, with wonderful *alterative* and *strengthening* power.

Like nutritious food taken into the stomach, it assimilates and diffuses itself through the system, curing and at the same time calming and invigorating the organs upon which it acts.

PRICE, \$1 PER BOTTLE.

SOLD BY DRUGGISTS.

JOHN L. KELLOGG,

18 PLATT STREET, NEW YORK.

Sole Agent for the United States.

DESCRIPTIVE SKETCH.

Travelers wishing to take the New York Midland Route from New York, cross the Ferry from either Cortland or Desbrosses street to

JERSEY CITY,

the present termini of the Midland Railroad, a growing city of about 100,000 inhabitants, which sustains three live daily papers, (*Standard*, *Times*, and *Journal*,) and is fast becoming one of the largest manufacturing cities in New Jersey, and headquarters for several steam-ship lines to Europe.

Here you take the elegant passenger coaches of the Midland, at the Depot of the Pennsylvania Railroad—having a choice of two routes to Pompton Junction—via either the Montclair or New Jersey Division—both uniting into the present Main Line at that point. Although the first mentioned route is about eight miles shorter, we will presume our traveler has concluded to take the latter, in accordance with the old maxim “the longest way around, is the surest way home.”

The cry from the conductor, “All aboard,” the ringing of the bell, and the whistle from the engine announce that we are off. The train passes swiftly by stores, dwellings, factories and vacant lots, through Bergen Cut,

then switches off to the right, moves slowly on the trestles over the Morris & Essex and Erie Railroads, then swiftly on up the Jersey meadows, skirting Bergen Heights, to

NEW DURHAM.

6½ miles from New York.

A growing little village of about 500 inhabitants, containing 7 stores, 3 hotels, 1 church, 2 good school buildings, 1 tannery, and a catsup factory. Market gardening is carried on to a considerable extent in this vicinity, quite profitably.

NEW DURHAM HOTEL, ADOLPH JAQUET, proprietor, on the Hackensack Plank Road, (opposite the church), New Durham. Good meals served at all hours.

BRUSH'S HOTEL, NEW DURHAM, Hackensack Plank Road. Jas. K. Brush, Proprietor.

The train rushes onward over a straight track, northward, stops for a moment at English Creek, crosses the drawbridge, and hurries on to

RIDGEFIELD PARK,

11 miles from New York,

Skirting the shore of the Hackensack River, lined with ice houses, mills, factories, and brick yards. This place claims attention principally as an attractive location for suburban residences for New Yorkers, and is destined to become a place of considerable importance. A large summer Hotel, capable of accommodating two or three hundred guests has been erected the present season, and will soon become a favorite summer resort.

The Ridgefield Park Railway, forms a junction here, a few hundred yards beyond the depot, traverses Bergen County, parallel to and at an average distance of a mile and a half from the Northern Railroad of New Jersey, and passes through the thickly populated region hitherto tributary to that line only, including Cedar Lake, Schraalenburg, Tappan, Clarksville and Rockland Lake. At Tappan, on the New York State line, twelve miles distant, the line becomes the Rockland Central, passing through Haverstraw, with Fort Montgomery on the Hudson, twenty miles distant, as its objective point, whence it will ultimately be prolonged to connect at Newburgh with what is known as Ramsay's Railroad, to connect that city with Albany.

The total length of the projected line will be about forty-three miles, eleven of which will be used in common with the Midland between Jersey City and Ridgefield Park. Thence to Tappan, stations are to be established at intervals of about one mile. About 20 miles of this road will be put in operation the present season.

BOGATA,

13 miles from New York,

is situated on the Hackensack river, at the eastern end of the railway bridge over which we cross, and derives its name from the good old Bogart family, the first settlers of this region. We speed onward to

HACKENSACK.

13½ miles from New York.

A growing town of about 8,000 inhabitants, and the county seat of Bergen County, situated on the Hack-

ensack River, on a level plain, and is rapidly becoming populated by first-class New York business men. There are several public and private schools, a fine academy, churches of almost every denomination, two circulating libraries, and free reading rooms; two public halls, three excellent news papers, (*Democrat, Republican, and Citizen,*) a Masonic Hall, Gas Works, Foundry and Machine shop, Insurance Company, three banks, three hotels with many other branches of business; and will soon aspire to become a city.

Hackensack was originally settled by six or eight Dutch families whose descendants are to-day its principal inhabitants. It was included in a patent granted by the proprietor of East Jersey to Capt. John Barry, and, at the outbreak of the Revolutionary War, only contained about thirty houses, and a Dutch Reformed Church, facing the public green, first built in 1696 and rebuilt in 1761. In the old church yard adjoining this sacred edifice, repose the remains of Brig. Genl. Poor of New Hampshire, who died in 1780, and of Col. Richard Varick, Ex-Mayor of New York, who died in 1831.

All this vicinity teems with interesting historic reminiscences of Revolutionary times, and many anecdotes of the patriotism and courage of the people of Bergen County might be related, did our space permit.

The following narrative which we extract from Barber's "New Jersey Historical Collections," will interest the modern reader from the fact that the Zabriskie

residence, used by General Washington as his headquarters, is still standing, on Main Street; and near it also still are the tavern, village green, and Court House.*

"After the evacuation of Fort Lee, in Nov., 1776, and the surrender of Fort Washington to the British, Washington, at the head of his army, consisting only of about 3,000 men, having sent on his baggage to Acquackanock (now Passaic) crossed the New Bridge into the town. It was about dusk when the head of the troops entered Hackensack. The night was cold, dark and rainy, but I had a fair view of them from the light of the windows, as they passed on our side of the street. They marched two abreast, looked ragged, some without a shoe to their feet, and most of them wrapped in their blankets. Washington then, and for some time previous, had his head-quarters at the residence of Mr. Peter Zabriskie, a private house, the supplies for the General's table being furnished by Mr. Archibald Campbell, the tavern keeper. The next evening after the Americans had passed through, the British were encamped on the opposite side of the river. We could see their fires about 100 yards apart, gleaming brilliantly in the gloom of the night, extending some distance below the town, and more than a mile up toward the New Bridge. Washington was still at his quarters, and had with him his suite, life-guards, a company of foot, a regiment of cavalry and some soldiers from the rear of the army. In the morning, before the General left, he rode down to the dock where the bridge now is, viewed the enemy's encampment about ten or fifteen minutes, and then returned to Mr. Campbell's door, and called for some wine

*Up to within a few years ago the old tavern sign bearing the words "Hoboken, Hackensack and Albany Stage Route," was visible to passers by, at the hotel referred to.—*Homes on the Midland*, by Geo. F. Catlin.

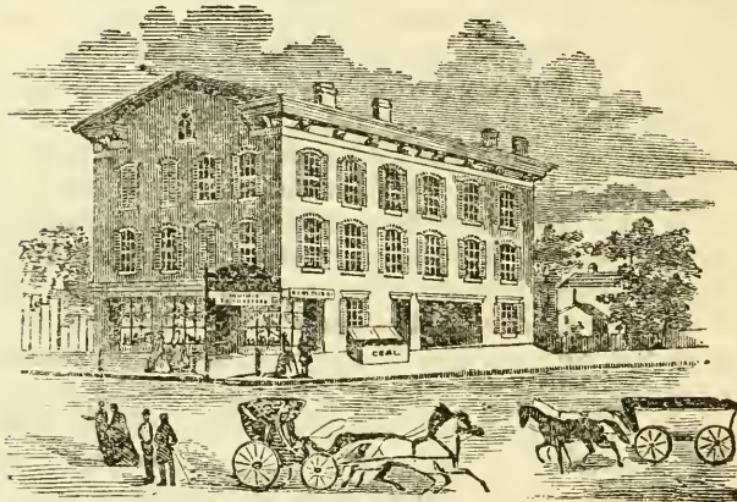
and water. After he had drunk, and when Mr Campbell was taking the glass from him, the latter, with tears streaming down his face, said 'General,' what shall I do; I have a family of small children and a little property here; shall I leave it?" Washington kindly took his hand and replied, 'Mr. Campbell, stay by your property, and *keep neutral*,' then, bidding him 'good bye,' rode off. About noon the next day the British took possession of the town, and in the afternoon the green was covered with Hessians, a horrid, frightful sight to the inhabitants. There were between 3,000 and 4,000, with their whiskers, brass caps and kettles of brass drums. A part of these same troops were two months after taken prisoners at Trenton."

"In the latter part of March, 1780, a party of about 400 British, Hessians, and refugees passed through Hackensack on their way to attack some Pennsylvania troops at Paramus. It was about three o'clock in the night when they entered the lower part of the town. All was quiet. A small company of 20 or 30 militia, under Capt. John Outwater, had retired for the night to the barracks, barns and outhouses, where those friendly to the American cause generally resorted to rest. One-half of the enemy marched quietly through. When the rear, consisting mostly of Hessians, arrived, they broke open the doors and windows, robbed and plundered, and took prisoners a few peaceable inhabitants, among whom was Mr. Archibald Campbell. This gentleman, who had been for several weeks confined to his bed with the rheumatism, they forced into the street, and compelled to follow them. Often in their rear, they threatened to shoot him if he did not hasten his pace. In the subsequent confusion he escaped and hid in the cellar of a house opposite the New Bridge. He lived until 1798, and never experienced *a return of the rheumatism.*"

"The Hessians burnt two dwellings and the Court House. The latter stood on the west side of the green, eight or ten rods from Campbell's tavern. Fortunately the wind was from the west, and drove the flames and sparks over the green, and the tavern was saved by the family throwing water over the roof. At this time those in the outhouse were aroused, and the militia hastened across the fields, mounted horses, and alarmed the troops at Paramus. By the time the enemy had arrived at what is now Red Mills, four miles from Hackensack, they ascertained the Americans were on their way to meet them. Disappointed, they retraced their steps, and, when near Hackensack, turned off on the road leading to the New Bridge, to the left of which there is a range about half a mile distant, the intervening ground being level. There the continentals and militia were hurrying over, kept, however, at a distance by large flanking parties of the enemy, who, on arriving at the bridge, were detained about two hours in replacing the plank torn off by the Americans. In the mean time their parties were skirmishing with our people. Having crossed over, they marched down the east side of the Hackensack, through the English neighborhood, being pursued twelve miles to a considerable distance within their lines down to Bergen woods. They lost many killed and wounded. There were none killed on our side. A young man of the town was wounded by a spent ball, which cut his upper lip, knocked out four front teeth, and was caught in his mouth. Capt. Outwater received a ball below the knee, which was never extracted. He carried it for many years, and it was buried with him."

Attention is invited to the advertisements of R. P. Terhune and H. Van Houten. The latter has one of the finest tobacco and cigar stores west of New York,

R. P. TERHUNE,



Dealer in and Manufacturer of Hardware,
Builder's Hardware, Bar Iron and Steel,
Agricultural Implements, Mow-
ing Machines &c.,

House Furnishing Goods.

All kinds of Castings and Machine work to order, Consisting in part of House Crestings, Cemetery Enclosures, Iron Railing, Lamp Posts, Horse Posts, Stable Furniture, Stall Guards, Hay Racks, Feed Boxes &c., c&c.

Sales room and office, North-east corner of Main and Bridge streets,

HACKENSACK, N. J.

Foundry and Machine shop foot of Bridge street.

while the former is the acknowledged leading business man in the town.

Previous to the building of the Midland, Hackensack only enjoyed railroad communication with New York by a branch of the Erie Railway, which runs in on the western border of the town. Now however, the Midland affords greater convenience and passengers are landed on the principal thoroughfare, at Main street.

H. VAN HOUTEN,

Wholesale and Retail Dealer in

**CIGARS, TOBACCO AND SNUFF,
MAIN STREET,**

One Door from Bergen, HACKENSACK, N. J.

We Manufacture our own Cigars, and Guarantee Satisfaction. Call in.

We now move westward through a deep cut in the Red Hills, in a straight course to

MAYWOOD,

143½ miles from New York,

Where has been erected a fine depot building, and several suburban residences near by. Then, on to

LODI,

15½ miles from New York.

This village has a population of about 400, four churches, several good schools, a circulating library, and contains many fine residences. Among the industries of the place are the celebrated Lodi Chemical and Lodi Print Works.

DUNDEE LAKE,
18 miles from New York.

A beautiful little village on the Passaic River, and a famous resort of aquatic sportsmen. Here every year is held the regatta which brings together thousands of visitors from Paterson, Passaic, Newark, Hackensack and New York. Dundee Lake, as it is called, is in reality the Passaic River, which, checked at this point by the Dundee Dam, a mile or so below, widens out into a beautiful sheet of water which furnishes rare opportunities for boating or skating according to the season.

PATERSON.
20 miles from New York.

Has a population of about 40,000, and is one of the most active and enterprising cities in the country, with manufactories of almost every description, which are a source of her increasing wealth and prosperity.

The Midland skirts the eastern suburbs of the city about a mile from the business center of the town, and has three depots located at equal distances of about a half a mile a part, from which passengers are conveyed down town by horse cars. The Broadway Depot generally has the preference over those established at Market street or Riverside, by travelers.

In reference to the growth, prosperity, and advantages of Paterson, we extract the following from a neat little volume written by George F. Catlin, a resident of that city, entitled, "Homes on the Midland."

"The history of Paterson, from the day of her foundation to the present time, is a history of early toil and

struggles and adversity, rewarded at length by a crown of wealth and prosperity. In 1840, her population was 7,598. Twenty years later it had increased to 20,000, thirty years later to 34,000, and to-day she is accounted the third city in size in New Jersey, and the thirty-eighth in the United States."

"Paterson was named in honor of Governor William Paterson, who, in November, 1791, signed a charter incorporating a society organized by Alexander Hamilton, with a capital of one million dollars, for the manufacture of cotton cloths. The site of the proposed operations was fixed upon at this point in May, 1792, at which time there were not over ten houses here. A meeting of the directors of the society was held at Godwin's Hotel on the 4th of July in the same year, and the necessary appropriations were then made for building factories and machine shops, and for the construction of a raceway to utilize the immense water power furnished by the Passaic River. This power indeed was what had decided the selection of the location in the first place."

"In January, 1793, Peter Colt, Esq., the State Comptroller of Connecticut, was put in charge of the Company's affairs, and under his supervision the first raceway was completed. The factory was finished in 1794, and in that year calico shawls and other cotton goods were printed; the society also appears to have bestowed attention on the culture of the silkworm, and directed the planting of mulberry trees for that purpose. As a result, the Paterson mills of the present day produce the finest silks in America."

"But for a while, misfortune caused a suspension of the society's labors, and 1796 the workmen were discharged and manufactures abandoned. In 1824, however, Mr. Roswell L. Colt purchased at a depreciated price a large portion of the shares and revived the or-

ganization. Since that time it has been steadily increasing in stability and effectiveness, and now the mills and shops of Paterson furnish daily employment to thousands of hands, and send silks, yarns, cotton cloths, and locomotives to all parts of the world."

"The Falls of the Passaic, while thus supplying a never-failing source of wealth to the city of Paterson, are, moreover, strikingly grand in themselves and picturesque in their surroundings. Pouring rapidly over a rocky bed, the vast volume of water plunges down a depth of seventy-five feet into a narrow gorge or chasm, walled in by a perpendicular face of rock, thence darts off at right angles, foaming and bubbling out into a sort of basin, surrounded by high precipitous sides, and thence turns again at a sharp angle resuming, on the lower level, in its original direction. The gorge into which the river plunges is spanned by a symmetrical bridge of iron, on which you may stand and obtain a complete view of the torrent, as with a deafening roar it leaps into the dark cavernous jaws of rock, emerging again covered with feathery foam."

"In one of the crevices of rock near this point are scratched in rude letters, various initials and dates, some of the latter extending back into the last century. The initials "G. W.," with the figures "1778," are still pointed out as having been inscribed there by the father of his country, the revolutionary troops having at one time been encamped on the adjacent hills. From the brow of the solid rock opposite, Sam Patch took one of his famous leaps, and at the same spot sixty years ago, a distressing accident happened, resulting in the death of an estimable woman and wife."*

*"Mrs. Sarah Cumming, consort of the Rev. Hooper Cumming of Newark, was a daughter of the late Mr. John Emmons, of Portland in the district of Maine. She was a lady of an amiable disposition, a well cultivated mind, distinguished intelligence and

The grounds about the Falls have been thrown open as a public park by their public spirited owner John Ryle, Esq., and are a favorite resort as well for the townspeople as for visitors. Upon the heights overlooking the Falls is an observatory, from which may be obtained a comprehensive view of the entire city and the entire country on all sides of it. Here too is a reservoir for supplying the city, and upon the high ground opposite, stand the obelisk, surmounted by a marble statue, erected to the memory of the " Soldiers and Sailors of Passaic County," who fell in the late war."

"A visit to Passaic Falls will well repay any one undertaking it. Horse cars run directly thither from the Midland Railroad Depot."

"The coming of the Midland to Paterson, opens a new era in the prosperity of the city, first as exciting compe-

most exemplary piety; and she was much endeared to a large circle of respectable friends and connections. She had been married about two months, and was blessed with a flattering prospect of no common share of temporal felicity and usefulness in the sphere which Providence had assigned her; but oh, how uncertain is the continuance of every earthly joy.

"On Saturday, the 29th of June, 1812 Mr. Cumming rode with his wife to Paterson in order to supply, by presbyterian appointment, a destitute congregation in that place on the following day. On Monday morning he went with his beloved companion to show her the Falls of Passaic and the surrounding beautiful wild scenery, little expecting the solemn event which was to ensue.

"Having ascended the flight of stairs, Mr. and Mrs. Cumming walked over the solid ledge to the vicinity of the cataract, charmed with the wonderful prospects, and making various remarks upon the stupendous works of nature around them. At length they took their station on the brow of the solid rock which overhangs the basin six or eight rods from the falling water, where thousands have stood before, and where there is a fine view of most of the sublime curiosities of the place. When they had enjoyed the luxury of the scene for a considerable time Mr. Cumming said: 'My dear, I believe it is time for us to set our face homeward,' and at the same moment turned around in order to lead the way. He instantly heard the voice of distress, looked back and his wife was gone."

tition and affording a second great avenue of direct communication, not only with New York but with the west; secondly, as opening to a more intimate and convenient business relationship with it the neighboring towns of Hackensack, Pompton, Franklin, and all the many villages in upper Bergen, Passaic and Morris Counties; and thirdly, and more important than all, in developing and throwing open as eligible city property whole tracts of land hitherto remote from any railroad, and consequently of inconsiderable value. The Midland has done for Paterson exactly what many an aspiring son has done with the quaint old homestead of his father, that is, built a new addition to it, modernized it, spread it out and beautified until it is difficult to recognize the once plain and humble dwelling."

"The Midland enters Paterson on a high level, and the atmosphere in the section through which it passes is especially cool, healthful and salubrious. The society

"Mrs. Cumming had complained of a dizziness early in the morning, and as her eyes had been for sometime fixed upon the uncommon objects before her, when she moved with the view to retrace her steps it is probable she was seized with the same malady, tottered, and in a moment fell a distance of seventy-four feet into the frightful gulf. Mr. Cumming's sensations on the distressing occasion may in some measure be conceived, but they cannot be described. He was on the borders of distraction, and scarcely knowing what he did would have plunged into the abyss, had it not been kindly ordered in Providence that a young man should be near, who instantly flew to him like a guardian angel and held from a step which his reason at the time could not have prevented. This young man led him from the precipice and conducted him to the ground below the stairs. Mr. Cumming forced himself out of the hands of his protector and ran with violence in order to leap into the fatal flood. His young friend however caught him once more and held him till reason had resumed her throne. He then left him to call the neighbouring people to the place. Immediate search was made and diligently continued through the day for the body of Mrs. Cumming; but to no purpose. On the following morning her mortal part was found in a depth of forty-two feet and the same day was conveyed to Newark."—*Alden's Collection.*

of the east side, as this part of the city is called, is for the most part refined and select; the daily wants of housekeepers are supplied by wagons, which call at the doors, the principal thoroughfare, Main street, is within ten minutes' ride, the view, moreover, including Totowa, Garret Rock, the Preakness Mountains, and a glimpse of the Ramapo range, is refreshing, and the adjacent drives and strolls embrace some charming spots, overlooking the Passaic River."

Paterson contains over thirty churches, embracing Presbyterian, Episcopalian, Methodist, Primitive Methodist, Reformed, Baptist, Congregational, United Presbyterian, Roman Catholic, Lutheran, Holland, Swedenborgian, German-Presbyterian, Jewish, etc. Its schools, both public and private, are numerous and well conducted, its Orphan Asylum is a splendid public charity, its stores abound in the costliest and richest wares, and its markets, public and private, are unsurpassed for variety, excellence and cheapness. Six horse railroads, and efficient Police and Fire Departments, are among the benefits enjoyed, while a thorough system of sewerage, a rich dry surface soil, and an atmosphere to which sea fogs, chills and mosquitoes are strangers, combine to render it most attractive as a place of residence.

Among the business men of Paterson with whom it is a pleasure to do business are E. S. Hewson, who has one of the largest dry goods store in the State; Warne S. Creveling, dealer in Crockery, China, Glassware, &c.; F. K. McCully & Co., leading grocers of the city; F. C. Van Dyke & Co., extensive furniture dealers, &c.;

Joseph Parker, watchmaker and jeweler; C. N. Prior, manufacturer and dealer in patent medicines, drugs &c., and proprietor of Dr. Prior's Cough Balsam, Dysentery Syrup, Pain Relief and Healing Salve; J. P. Huntoon, jobber of teas, manufacturer and jobber of whole and ground coffees, spices, mustard, &c., of the well known Excelsior Mills; for fuller particulars read their advertisements.

Four railroads now run into Paterson—the Midland, Erie, Newark, and Delaware, Lackawanna & Western, which afford excellent and easy communication with New York, Newark and the West, at every hour in the day.

Paterson has three daily and weekly papers—the *Guardian*, the *Press*, and a German paper.

F. K. MCCULLY & Co.,

174 MAIN STREET,

PATERSON, N. J.

OFFERS a well selected stock of Pure Teas and Coffees and a most complete assortment of

Staple & Fancy Groceries,

Both Domestic and Imported,

All at Popular Prices.

We make a specialty of Imported Havana Cigars, selling them at a slight advance above cost of importation.

Our Teas and Coffees have won the approbation of the many who use them, and we confidently recommend them.

Goods delivered to Midland Depot, for any station on the line.

Buyers of Dry Goods are specially invited to inspect the immense stock of

GENERAL

DRY GOODS!

AT

HEWSON'S,

The Largest Dry Goods Store in the State.

146, 148, 150 & 152, Main St.,

(Corner of Van Houten,)

ALSO 165 VAN HOUTEN ST., PATERSON,

(Entrance to Domestic, Woolen and Linen department.)

Always Specialties in

NEW and Desirable Dress Goods, Mourning Wear, Silks, Shawl, Cloaks, Table Linens, Woolens, Fancy Goods, Blankets, &c. Full line of Fancy Goods.

DOMESTICS, RETAILED AT WHOLESALE PRICES!

ONLY ONE PRICE AT

HEWSON'S POPULAR DRY GOODS STORE,

Main Street, Corner Van Houten,

PATERSON, N. J.

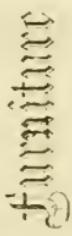
Horse Cars direct from Broadway Depot to the store.

F. C. VANDYKE & CO.,

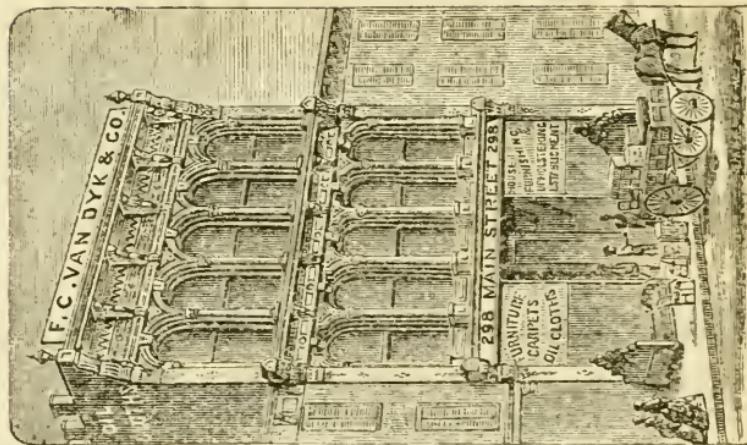
298

MAIN ST., PATERSON.

PARLOR AND CHAMBER



In Great Variety!



UPHOLSTERING

In all Branches

WINDOW SHAPES,

Holland for Shades, Fixtures of all kinds, Carpets made and laid at short notice.

Window Shades,

MADE AND HUNG.

BEDDING OF ALL KINDS

Mattresses, Pillows, Feathers, Tickings, Comfortables, &c.

We propose to make this a Complete

House Furnishing

ESTABLISHMENT.

We have the finest show rooms, with plenty of light, and an assortment of furniture, carpets, &c., not to be surpassed.

Carpets and Oil Cloths;

by far the largest and best assortment to be found in the city. Bought for prompt cash, and sold at closest possible prices.

WARNE S. CREVELING

(Late of Creveling, Conway & Co., N. Y.)

IMPORTER OF

CROCKERY, CHINA & GLASSWARE

MANUFACTURER OF

Kerosene Lamps and Gas Fixtures,

AND WHOLESALE DEALER IN

Silver Plated Ware, Cutlery

TEA TRAYS, &c.

88 BROADWAY,

PATERSON, N. J.

C. N. PRIOR,

Manufacturer and Dealer in

PATENT MEDICINES, DRUGS,

Essences, Perfumery,

AND

SEGARS!

PROPRIETOR OF

DR. PRIOR'S COUGH BALSAM,

Dysentary Syrup, Pain Relief, and Healing Salve,

No. 44 Main St.,

PATERSON, N. J.

EXCELSIOR MILLS!

J. P. HUNTOON,

JOBBER OF



Manufacturer and Jobber of

WHOLE AND GROUND COFFEE,

SPICES, MUSTARD, CREAM TARTAR, & C.,

130, 132, & 134 BROADWAY,

PATERSON,

NEW JERSEY.

**JOSEPH PARKER,
PRACTICAL WATCHMAKER AND JEWELER !
240 Main St., Near Market, St.**

PATERSON, N. J.

KEEPS THE LARGEST ASSORTMENT OF FINE JEWELRY and Watches in the city of Paterson, therefore is able to meet the wishes of his customers. He manufactures fine Gold Wedding Rings on the Premises, and can suit all in quality and size. All fine Watches and Jewelry repaired and Warranted, and new work promptly executed to order.

We now bid adieu to Paterson, westward bound ; cross the Passaic River on an elegant and substantial iron bridge ; then over the Erie Railway, to

HAWTHORNE,
21½ miles from New York.

Here are two depots ; one for the Midland, and the other for the Erie. This little station like many others along the route is rapidly developing, and public improvements are being inaugurated by property owners hereabouts, by the opening of avenues and boulevards, and the planting of shade trees.

The train moves on up the valley through an agricultural section, with a fine view of Paterson in the rear, and the Preakness Hills,* to the left.

VAN WINKLE'S.
23½ miles from New York.

A little hamlet in the center of a fine farming region, and named after Cornelius Van Winkle, Esq., a large property owner in the vicinity.

*Along the base of Preakness Hills ran the old Minisink path or trail, the Indian throughfare from or to the seaboard, and along this same route extends the turnpike road of to-day, connecting Paterson with Pompton and the intermediate villages.

MIDLAND PARK.

24 $\frac{3}{4}$ miles from New York.

This place was formerly known as Godwinsville, is a growing little village of about 400 inhabitants, with a good public school, and a neat Methodist church. A land improvement company has been organized by a number of the citizens, who have a tract of land of about 150 acres, laid out into a fine park, with drives, bridle paths, ponds, &c.

WORTENDYKE.

26 miles from New York.

Is named in honor of C. A. Wortendyke, Esq., one of the originators and President of the N. J. Midland Railway, who has an elegant residence and extensive cotton mills about half a mile from the depot. The engine and repair shops of the Company are located here; one hotel and two or three stores. A little grove a few hundred rods from the depot, has become quite a favorite resort for pic-nics.

WYCKOFF.

27 $\frac{1}{4}$ miles from New York.

A growing little village of about 150 inhabitants; contains a church, a school house, two or three stores, hotel and a large tobacco factory, surrounded by a fine farming country.

CAMPGAW.

29 $\frac{1}{4}$ miles from New York.

Contains a Methodist Church, a good school house, and one store.

CRYSTAL LAKE.

30½ miles from New York.

This is located in a region known as "The Ponds," so called from the fact that in the original division or laying out of farms in the surrounding country, they were all found to touch upon or include at least one of the many beautiful bodies of water which abound in this vicinity. Contains a good hotel and a few scattering dwellings.

OAKLAND.

31½ miles from New York.

This place is made up of scattered houses, store, post office and school house. About a mile westward stands the old "Ponds church," one of the oldest churches in Northern New Jersey, dating back to 1710.

Near this place, among the Ramapo Mountains, on the right, on a cold stormy night in the winter of 1869-70, a silent tragedy was enacted—long to be remembered by the people of this section.*

** Three little boys, aged eight, six and four, sons of poor parents, (who lived in a wretched cabin in yonder mountains, and gained a livelihood by burning charcoal) strayed off from home late one winter afternoon during their father's absence. Their mother missed them when dark came on, and when her husband returned, a search was at once begun. But the night was dark and cold, snow was falling, the mountain paths were steep and icy, and nothing but a father's love and the thought of these little helpless ones exposed to the pitiless element on such a night as that was, could have prompted him to venture forth. A night search was fruitless—then others assisted, and yet in vain—then the whole male population, of the neighborhood turned out, and joined in the search; some asserted the children had been drowned in endeavoring to cross the Ramapo, which, in winter fierce and swollen, flows at the mountain's base; others thought they might be safe under shelter at some distant house; a few, to the discredit of

We cross the Ramapo river, pass along the base of the hills, for three miles to

POMPTON.

34½ miles from New York.

One of the oldest settled and most attractive places in New Jersey. Passengers are conveyed to the village, about a mile west from the depot, by the Midland Transfer Coach, which runs from the Norton House. The place has a population of about 500; contains extensive steel and file works, 2 churches, (another is to be erected the present summer,) a school house, a young ladies seminary, three stores and two hotels. The Wynockie, Pequannock, and Ramapo rivers, unite, forming one stream, a few miles below. A beautiful sheet of water, now known as Pompton Lake is an attractive feature of this neighborhood.

Upon a mountain near here, may still be seen the fire places used by the troops, and the graves of the mutineers who were executed by order of General Howe, during the Revolutionary War.†

human nature, vaguely hinted that they were not lost, but had been foully dealt with as burdens and care too heavy to be longer supported; alas! the third days search told the whole sad story—when three little bodies frozen stiff, the smaller covered with the ragged coat which his elder brother had taken off to wrap around him, were found lying stark and cold under the shadow of a rock, where their poor weary feet had at last in the storm and darkness found rest and the 'sleep which knows no breaking.'—*Homes on the Midland.*

† In the winter of 1780-81 some of the Jersey troops were stationed part of the time at Pompton. After the successful mutiny of the Pennsylvania line at Morristown, a part of the Jersey brigade, composed chiefly of foreigners, revolted on the night of the

A half mile further on we cross the Montclair Railroad, at

POMPTON JUNCTION.

35 miles from New York.

A fine summer hotel has been erected here the present summer; otherwise it is only a stopping place for trains.

BLOOMINGDALE.

36 $\frac{1}{4}$ miles from New York.

Has a population of about 500; is situated at the base of adjacent hills, on the Pequannock River, about a half a mile west of the depot; contains two churches, an academy, two hotels, post office, grist mill, saw mill, and two paper mills. The early history of the place is cotemporaneous with that of Pompton, and is part of the original Pequannock tract purchased of the Indians in 1695.

From Bloomingdale to New Foundland, a distance of eleven miles, extends a region formerly known as a

20th of January, and demanded the same indulgence as that given to the Pennsylvania line. On receiving the information, Washington dispatched a body of troops under General Howe to bring them to unconditional submission. Thatcher, who accompanied the detachment, thus relates the circumstances:

"Marched on the 27th at one o'clock a. m., eight miles, which brought us in view of the huts of the insurgent soldiers by dawn of day. Here we halted for an hour to make necessary preparations. Some of our officers suffered much anxiety lest the soldiers would not prove faithful on this trying occasion. Orders were given to load their arms—it was obeyed with alacrity, and indications were given that they were to be relied on. Being paraded in a line, General Howe harangued them, representing the heinousness of the crime of mutiny, and the absolute necessity of military subordination, adding that the mutineers must be brought to an unconditional submission, no temporizing, no listening to terms of compromise while in a state of resistance. Two field pieces were ordered to be placed in view of the insurgents, and the troops were

wilderness, and until the last score of years, the "five mile woods" was as much of a topic of terror to any one who had been so venturesome as to pass through them in the night time, as some of the most perilous adventures that happened in here in "the days that tried men's souls." In the days of the Revolution these woods were infested by bands of robbers and counterfeiters, and all true believers in witches and ghosts asserted that their "departed spirits" were more terrible to meet, and more numerous, than the wild animals or Indians. The robber's retreat during the day was supposed to be in some of the wild gorges, where rocks overhung each other so as to make a safe retreat as well as a comfortable home and a desirable shelter from the storm, and where these land pirates would divide their plunder.

WEST BLOOMINGDALE.

37½ miles from New York.

Is simply a termini for several daily trains from New York. About the only business feature at this point is

directed to surround the huts on all sides. General Howe next ordered his aid-de-camp to command the mutineers to appear on dress parade in front of their huts unarmed in five minutes; observing them to hesitate, a second message was sent, and they instantly obeyed the command, and paraded in a line without arms, being in number between two and three hundred. Finding themselves closely encircled and unable to resist they quietly submitted to the fate which awaited them. General Howe ordered that three of the ringleaders should be selected as victims for condign punishment. These unfortunate culprits were tried on the spot, Colonel Sprout being president of the court martial, standing on the snow, and they were sentenced to be immediately shot. Twelve of the most guilty mutineers were next selected to be their executioners. This was a most painful task; being themselves guilty they were greatly distressed with the duty imposed on them, and when ordered to load some of them shed tears. The wretched

the Newbrough Hard Rubber Works, mostly engaged in the manufacture of dental rubber. There the Pequannock furnishes an immense water power, with a fall of eighty feet. After leaving this place, we commence a gradual ascent up the mountains, following the course of the above stream to

SMITHS MILL'S.

39 miles from New York,

At present a mere station with half a dozen houses, one store, a school house, and a grist mill. Onward, still ascending, through a mountainous region, with beautiful scenery on every hand, we are at

CHARLOTTEBURGH.

43 miles from New York.

At the station nothing of the real importance of the place is discernable—nothing but green fields, and wooded hills greet the eye, but about an eight of a mile south, nestled among the hills, is a neat little village of

victims overwhelmed by the terrors of death had neither time nor power to implore the mercy and forgiveness of their God, and such was their agonizing condition that no heart could refrain from emotions of sympathy and compassion. The first that suffered was a sergeant and an old offender; he was led a few yards distant and placed upon his knees; six of the executioners at the signal given by an officer, fired, three aiming at the head, and three at the breast, the other six reserving their fire in order to dispatch the victim should the first fire fail; it so happened in this instance, the remaining six then fired, and life was instantly extinguished. The second criminal was by the fire sent into eternity in an instant. The third, being less criminal, by the recommendation of his officers, to his unspeakable joy, received a pardon. This tragical scene produced a dreadful shock, and a salutary effect on the minds of the guilty soldiers. Never were men more completely humbled and penitent; tears of sorrow and joy rushed from their eyes; each one appeared to congratulate himself that his forfeited life had been spared. The execution being finished, Gene-

about 300 inhabitants, the object of our search: A first class country store, school house, church, and extensive iron works comprise the interesting features of the place.

The history of Charlotteburgh dates back prior to the Revolution. Over a century ago a company occupied these parts and established iron works under a patent from King George, and named the place in honor of his wife Queen Charlotte. During the Revolution a detachment of British troops were stationed here, and under their protection the furnace was used in making horse-shoes and cannon balls for the English army. At the close of the war the works were abandoned, but were revived in 1839 and kept in operation until 1866. In 1871 new works were erected by the present owners for the manufacture of builder's hardware.

The Charlotteburgh Iron Mines is an important feature of this section, and is worked by a force of about 50 men.

Continuing our course westward, following the line of the Pequannock, for a mile and a half, and we are at

NEW FOUNDLAND.

44½ miles from New York.

A famous resort for tourists and summer travelers, with a population of about 300: containing a church,

al Howe ordered the former officers to take their stations, and resume their respective commands; he then, in a very pathetic and affecting manner, addressed the whole line by platoons, endeavoring to impress their minds with a sense of the enormity of their crime, and the dreadful consequences that might have resulted. He then commanded them to ask pardon of their officers, and promise to devote themselves to the faithful discharge of their duty as soldiers in future.—*Barber's New Jersey Hist. Collections.*

two stores, saloon and two hotels. The chief attraction of the place is the fine summer hotel of John P. Brown, which accommodates eighty summer guests annually. A stage line runs from this hotel to Greenwood Lake, 9 miles distant.

Green Pond, a beautiful sheet of water, three miles long, near the top of the mountain, 1,044 feet above the level of the sea, three miles south of New Foundland, abounds in bass and pickerel; and near by lies Macopin Pond, celebrated for its beautiful location and surroundings; both favorite resorts for sportsmen and pleasure seekers.

OAK RIDGE.

46½ miles from New York.

Delightfully situated at the intersection of the Longwood and Pequannock Valleys, has a population of about 100; contains a church, store and school house.

At the next stopping place, about three miles beyond, mid-way between

STOCKHOLM,

49 miles from New York,

And Snufftown, a station has been established, for the accommodation of the two villages. A fine summer hotel was erected here this spring. The population of the two places thus united is about four hundred; containing two churches, good schools, four stores, two hotels and a tannery.

PEQUANNOCK HOUSE STOCKHOLM, N. J.

Opened for Guests
JUNE 15, 1873.

THE PEQUANNOCK HOUSE IS NEW WITH LARGE AIRY rooms, well furnished and in a healthy location, being at the mountains (summit nearly 2,000) feet above the sea. Visitors desiring a healthy, quiet and beautiful location with scenery unsurpassed in the State will find this a very desirable place to spend the summer. The Pequannock House is only 20 miles west of Paterson. Trains run from foot of Cohansey street, N. Y., without change of cars or baggage.

Terms Strictly Moderate.

Gentlemen wishing to visit their families, can leave New York at 4:30 p. m. and return any morning in time for business at 10 o'clock.

LUKE POOLE, Prop'r.

WILLIAM S. LONGSTREET,

DEALER IN

Dry Goods, Boots & Shoes, Hats & Caps,

GROCERIES AND PROVISIONS

OF ALL KINDS

And all kinds of goods usually kept in a first class Store.

STOCKHOLM, N. J.

Onward about a mile we pass the "Sink Hole," and in a moment are at the summit of the Hamburg range; leaving the wild valley of the Pequannock, and commence a gradual descent of the mountain to the fertile valley of the Wallkill. We soon emerge from Munson's Gap* in the mountain top. Below us to the right directly across the Wallkill Valley, lies Franklin with her beautiful little lake, dwellings and high furnaces. Downward through Snake Den cut, and the train stops at the foot of the descent, and we are at

OGDENSBURGH.

56½ miles from New York.

The population of this growing village is about 500; contains four or five stores, two good hotels, school house, zinc works, car repair shop, and a coal and lumber yard.

Ogdensburg takes its name from Robert Ogden, who settled in this locality in 1765 or 66. He was the father of the noted Aaron Ogden, who commanded the famous Life Guards of General Washington. About one hundred years ago Lord Sterling discovered the famous zinc mines. The vein is from four to five feet in the narrowest part to fifteen or twenty in the widest part, and has proved inexhaustible. This mine is said to be worth \$20,000,000, and is operated by the Passaic Zinc Company.†

*The only opening, for sixty miles, through which the passage of a railroad is practicable.

†The Passaic Zinc Mine was once offered to the owner's hired man, for a month's work, which bargain was *declined* by the laborer.

A large portion of the village is situated on a level bluff jutting out from the mountain, which extends nearly across the valley, affording a natural embankment for the railroad. This curious formation saves the railroad a further circuit of ten miles, which it would otherwise have been obliged to make around the valley. From the depot, the scene on either side is strangely picturesque and beautiful. To the south, about four miles, the church steeples of Sparta meet the eye, and on the north extends the far famed Wallkill Valley.

The advent of the Midland has given a new impetus to the formerly slow growth of the place, and new dwellings, stores, and other improvements are springing up as if by magic.

Ogdensburg House, Ogdensburg, Sussex County, New Jersey.

Jacob Struble, Proprietor,

D. F. Lyon, Leasee.

Good accommodations for travelers. Board by the day or week, on reasonable terms.

John George, Dealer in DRY GOODS, GROCERIES, CROCKERY, BOOTS and SHOES, &c., &c. OGDENSBURGH, N. J.

ADAMS HOUSE

C. ADAMS Prop'r,

Ogdensburg, N. J.

Opened June 1, 1873, for Summer Guests.

Ogdensburg is one of the most beautiful villages in New Jersey, situated in the Wallkill Valley 56 miles from New York, 25 Miles west of Paterson, on the New York and Oswego Midland R. R. (Trains Run from foot of Cortland St. N. Y., without change of cars or baggage.)

Visitors desiring a healthy climate, quiet and beautiful location, Mineral spring, romantic scenery and pleasant drives will find this village unsurpassed. Fishing very fine.

To Antiquarians and Mineralogists this place will have many attractions. Gentlemen wishing to visit their families, can leave New York, at 4:30 p. m., and return any morning, in time for business at 10 o'clock, a. m.

TERMS STRICTLY MODERATE.

T. A. ROGERS, M. D.,

Dealer in

Drugs and Medicines, Perfumery. School and Blank Books,
Stationery, Tobacco, and Confectionery, &c.

OGDENSBURGH, N. J.

J. CAMPBELL,

**Attorney at Law, and
Solicitor in Chancery,
Ogdensburg, N. J.**

S. G. Batson, Carpenter and Builder, Ogdensburg, N. J. Contracts solicited.

Moving on over a short embankment eighty feet high, through which the Wallkill passes to the Hudson, turn northward, about three miles and we are at

FRANKLIN,
58½ miles from New York,

Generally known as Franklin Furnace. The village is scattered over a wide area of territory and contains about 500 inhabitants, three stores, two hotels, zinc and iron mines, one church, and a fine public school building.

The property about here is mostly owned by the Franklin Iron Company, a wealthy corporation, who are just completing the largest blast furnace in the United States, which will be capable of producing 50,000 tons of pig iron annually. This place is an embryo Scranton,

and with rich zinc and iron mines, which are inexhaustible, and unlimited capital to develop them, it must naturally increase in wealth and population.

DENNIS HOTEL,

FRANKLIN FURNACE, N. J.,

At the Green Spot, near the junction of the Sussex and Midland Railroads. Board by the day or week at moderate rates.

JESSE DENNIS, Proprietor.

The Sussex Railroad to Newton, Branchville, and Lafayette connects at this point with the Midland.

HAMBURGH.

61½ miles from New York.

The next stopping place has a population of about 600, contains three churches, six stores, two hotels, several saloons, lime and cement works, grist mill, saw mill, barrel factory, turning factory, creamery, lumber and coal yard, an academy, and a young men's reading room. Ex-Gov. Haines resides here, in a pleasant looking, old fashioned mansion, in a charming seclusion of luxuriant trees.

A branch road from the Midland, operated by the Sussex Railroad, runs from here to McAfee Valley, near Vernon, to the iron mines, five or six miles distant.

An inexhaustible deposit of cement, has been found in this vicinity, which a recently organized company are developing.

Best Hotel in the Wallkill Valley.

Unequaled accomodations for Summer Boarders
at the

National Hotel, HAMBURGH, N. J.

Only two minutes walk from the Depot.

CHARGES REASONABLE.

BOARD BY THE DAY OR WEEK.

The Bar is supplied with the best of Foreign and Domestic

WINES, LIQUORS AND CIGARS.

First Class Livery.

Good Trout Fishing and Hunting in the
Vicinity.

GIVE ME A CALL.

N. D. MARTIN,
Proprietor.

BEAVER RUN FOUNDRY !

Situated two and one-half miles west of
Hamburg, a junction of the Midland
and Sussex Railways.

G. Jones & Sons,

PROPRIETORS AND MANUFACTURERS OF
Plows, & Castings, Road Scrapers,
Cultivators, Sled Shoes,
Anchor Balls,
Sash Weights, Wagon Boxes,
Cider Screws, Branding Irons,
Blacksmith Boxes.

Wheel-Wrighting, Blacksmithing and Sawing

in all their branches. OLD CIDER BRANDY for Medical purposes
of our own manufacture, always on hand. Feed ground for
customers.

Dealers in DRY GOODS, Groceries, Provisions &c. P.O. Address
BEAVER RUN, Sussex County, N. J.

A. B. Peloubet & Sons,

HAMBURGH N. J.,

Manufacturers and Dealers in all kinds of

HARD AND SEASONED LUMBER.

BENT STUFF, RIMS, SHAFTS,

POLES, WAGON TIMBER,

TELEGRAPH PINS, &c.

MADE TO ORDER.

Chair Timber, Dressed and Turned.

All kinds of

Sawing, Plaining, Bending, &c.

Done to order, with promptitude and dispatch.

Orders solicited and Contracts taken.

MILL AT THE RAILROAD JUNCTION.

PHILETUS MYERS,

Dealer in and manufacturer of

COPPER and TINWARE, HARDWARE, &c.

MILK CANS of all kinds constantly on hand, and made to order.

CREAMERY AND DAIRY FIXTURES of every description constantly on hand.

Particular attention paid to TIN ROOFING in all its branches, and REPAIRING promptly attended to.

PHILETUS MYERS,

Hamburg, N. J.

LAWRENCE & HENDERSHOT,

dealers in

LUMBER, COAL, DOORS, SASH, BLINDS, MOULD-
INGS, &c.

Office opposite the depot.

T. LAWRENCE.**J. B. HENDERSHOT.**

HAMBURGH, N. J.

EDSALL, CHARDAVOYNE, & CO.,**HAMBURGH, NEW JERSEY,**

dealers in

Dry Goods, Clothing, Boots and Shoes, Hats and Caps,
Crockery, Groceries, Provisions, &c.N. B. Josephine Seamless Kid Gloves a specialty. Every pair warranted.
Prices as low as the lowest.

M. R. KIMBLE, Attorney at Law and Solicitor
in Chancery, Law office, HAMBURGH, NEW JERSEY,

HAMBURGH HOTEL, Jas. K. Smith, Proprietor,
Main street, Hamburg, N. J. The best of accommodations
furnished at moderate rates.

HAMBURGH LIVERY and Exchange Stables,
opposite the R. R. Depot, J. Burrows, Proprietor.

We are now in a fine rolling country, and some of the finest farms in Sussex county are located in this vicinity. Two miles south-west, in a valley among the hills is Beaver Run a lively little hamlet, containing one store, foundry, saw mill and distillery. But we are digressing—and must follow the course of our journey, along the line of the Wallkill, with the Pochuck mountain on our right, past Lawrence Station, at the head of the celebrated Drowned Lands,* on past Martin's station, Bennett's Blue Lime Stone Quarry, (see advertisement) through a deep cut, then cross the Papakating River, and up a sixty foot grade to

DECKERTOWN.

66 miles from New York.

The village has a population of about 1,000; is located in a beautiful and romantic glen near the confluence of the Papakating and Clove rivers. Academy Hill hides the principal portion of the town from view, looking westward from the depot. A three minutes' walk from the depot, however, brings the traveler to the business centre of the richest and most flourishing village in Sussex county, containing fifteen stores, two flourishing mills, foundry and plow works, two hotels, four churches, coal and lumber yard, bank (Farmers' National), newspaper

*The Drowned Lands is a marshy tract of land of about 25,000 acres, drained by the Wallkill. Frequent attempts have been made to drain these lands for agricultural purposes, but as yet, not effectually. It extends for twenty miles, and is quite narrow until reaching the New York State line, when it extends five miles in width. This region is famous for woodcock and other game, and the river which runs through it, abounds with fish.

BENNETT'S
Blue Limestone Quarry,

On the Midland Railroad,
about one mile east of Deckertown.

CONTRACTS SOLICITED for all kinds of BUILDING STONE, dressed or in the rough.

THE STRONGEST AND BEST BUILDING STONE IN THE WORLD ; of any size desired.

PRICES REASONABLE.

Call on or send orders to

*E. P. BENNETT,
Deckertown, N. J.*

P. S.—Stone delivered on the cars at the quarry and shipped to any point desired.

and job printing office (*Sussex County Independent*), two saloons, bakery, several blacksmith and wheelwright shops, marble works, and many other enterprises too tedious to mention.

The raising of fast horses is carried on in this vicinity to quite an extent—the noted trotter Goldsmith Maid was bred and raised but a few miles north of the village, on the farm of John B. Decker. A good race-course is situated about half a mile from town, which is used for speeding the numerous thoroughbreds owned in this vicinity. If the reader is in search of horse-flesh for either the road or turf, it will pay him to stop off at Deckertown and take a look at the stock owned hereabouts.

As a business point Deckertown has few superiors, and there is no place of equal size that transacts one-third the amount of business done here. It is the market town for a large section of the best farming country in the State, and is steadily growing in wealth and population.

The citizens are now offering special inducements to manufacturers to locate here by liberal donations of money and lands, which will, no doubt, be made available, especially by iron manufacturers, as the place is only seven miles from the best iron mines in the country, and a new railroad direct to the coal fields of Pennsylvania is to be built from the Delaware river to connect with the Midland at this point. (South Mountain & Boston R. R.)

The Masons, Odd Fellows, Good Templars, and American Mechanics all have flourishing lodges located here.

Major-General Judson Kilpatrick, the noted orator and dashing cavalry officer, resides at his elegant country-seat about two miles west of the village. John Loomis, Vice-President of the New Jersey Midland Railway, also resides here in a neat and commodious residence on the banks of the Clove river.

The history of Deckertown dates back to 1734, at which time Peter Decker, a Hollander, the great-grandfather of John B. Decker, the present owner of a large share of the real-estate in the village, passed over the Blue Mountains from the Neversink settlement and came into this valley. Being struck with the exceeding fertility of the soil, he erected the first dwelling near the site of the Crisman House. Soon after he was followed by two others, named Winfield and Cortright, who also built, and a steady flow of immigration into the valley followed. The early settlers suffered considerably from the Indians, but, notwithstanding this drawback, Deckertown has always held its place as a prominent centre in the county.

The old Paterson stage-route which runs through this place, was established in 1830, and was, in those days, the great thoroughfare to the West. A tri-weekly stage-line still runs over the route to Libertyville, Coleville, and Port Jervis, which carries the mail between these villages.

The first church in this village was erected in 1817 by the Presbyterians. A Baptist church, however, had been erected about a mile below the village as early as 1756. An academy was opened here in 1833 by Prof. William Rankin, for which its founder secured a wide reputation.

Since the advent of the Midland, Deckertown has taken rapid strides in growth and population. Many new branches of business have been started and a score of fine buildings erected, which prosperity is likely to continue henceforth.

On the east side of the depot some very fine building lots for residences can be purchased at reasonable prices. See advertisement.

A good water-power is furnished by the Clove River, which flows on the west side of the village, at present made available by the flouring mills and foundry, with a surplus of water which can be made available by any manufacturing enterprise which chooses to locate in the vicinity.

Deckertown Marble Works,

Corner of Main St., and Newton Avenue,

A. E. WOLFE, Proprietor,

MANUFACTURER OF

Marble Monuments, Tombstones, &c. Orders
solicited and work executed artistically and promptly.

5 0 0

S P L E N D I D

BUILDING LOTS

Eligibly Located Opposite the Depot

DECKERTOWN, N. J.

SUITABLE FOR

SUBURBAN **R**ESIDENCES

OR

BUSINESS LOCATIONS.

Terms Easy. Apply to

AMOS MUNSON,

Deckertown, N. J.

SAVE MONEY!

BY BUYING YOUR STORE GOODS OF

William W. Cox,

DECKERTOWN, N. J.

Who keeps the largest and best selected stock of goods west of New York city, consisting in part of

DRY GOODS,

Boots, Shoes, and Rubbers,

G R O C E R I E S !

Hats, Caps, &c.

CROCKERY,

GLASSWARE,

WOODEN & WILLOW WARE,

OIL CLOTHS, &c.

AT THE

LOWEST CASH PRICES.

Persons purchasing goods of me will always get in weight, measure, and quality just what they buy.

W. W. COX,

Deckerlow, N. J.

The Railroad Store,

DECKER & TITSWORTH,

Is the place to buy all kinds of

DRY GOODS & GROCERIES,

BOOTS & SHOES,

HATS & CAPS,

CROCKERY & GLASSWARE,

GRASS SEED &c.,

and every class of goods usually kept in a first-class store.

We offer great inducements to buyers.

Call and examine our stock. No charge or trouble to show goods.

DECKER & TITSWORTH,

Post Office Building,

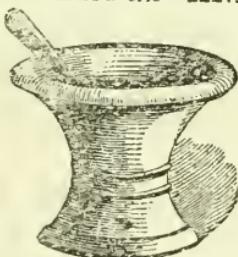
DECKERTOWN, N. J.

The Old and Reliable
DECKERTOWN DRUG STORE!

and NEWS ROOM of

A. C. Noble.

Always on hand DRUGS AND MEDICINES



Of All Kinds.

Chemicals, Dye Stuffs, Soaps, Perfumery, Fancy and Toilet Articles, Musical Boxes, &c. All the Patent Medicines of the day. Imported Leeches. A carefully selected Stock of Pure Imported Wines and Liquors.

Oils and Varnishes. A full assortment of Paints of all kinds.

Turpentine, Benzine, and Potash.

A Full Line of Paint and Whitewash Brushes. Lamps, Chimneys, and Burners. Choice Tobacco and Cigars. Physicians' prescriptions carefully and accurately compounded. Give me a call before going elsewhere.

DAILY AND WEEKLY NEWSPAPERS, PERIODICALS, BOOKS, MAGAZINES, and NOVELS of all kinds. A full assortment of CHOICE CANDIES and YANKEE NOTIONS.

A. C. NOBLE,

Successor to M. B. NOBLE & CO.

At Cannon's Drug Store,

Brick Building opp. P. O.,

DECKER TOWN, N. J.,

May be found a very large and complete stock of DRUGGISTS' CHEMICALS, all the popular PATENT MEDICINES,
PAINTS,
OILS,
AND
VARNISHES,
TURPENTINE,
WINDOW GLASS, and
PUTTY.

STATIONERY,

BLANK BOOKS AND SCHOOL BOOKS.

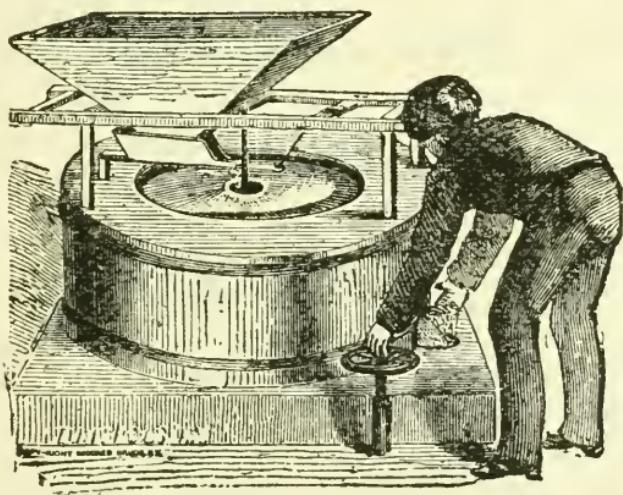
Toilet Soaps, Perfumery, Brushes of all kinds,
ARTISTS' MATERIALS, &c.
LAMPS and LAMP FIXTURES.

Prices Moderate.

Having more room and greater facilities in our new quarters, we feel confident that we can accommodate all who will favor us with their patronage.

Prescriptions carefully Compounded.

Deckertown Flouring Mill!



Wheat, Rye, and Buckwheat Flour,
CORN MEAL, FEED, &c.,
At the Lowest Cash Rates.

(*ORDERS FILLED PROMPTLY*)

Custom Work attended to with Dispatch.

J. E. HORNBECK, Prop'r,
DECKERTOWN, N. J.

DECKERTOWN

COAL AND LUMBER YARD.

C. A. WILSON

DEALER IN

**ALL KINDS OF COAL,
LUMBER,**

Shingles, Doors, Sash and Blinds, Mouldings, Pickets,

CEMENT AND PLASTER.

Orders Promptly Filled at Short Notice.

Give me a call before going elsewhere.

YARD NEAR THE DEPOT.

THE DECKERTOWN FOUNDRY

Is now being operated to its fullest capacity, and is prepared to furnish the people of Sussex and adjoining counties, and along the Midland Railway,

CASTINGS OF ALL KINDS,

at the lowest market rates and at the shortest possible notice.

STOVE CASTINGS on hand or made to suit almost any stove in market; bring along your patterns and we will fit you out at short notice.

SLED and SLEIGH SHOES of all the different patterns in use always on hand. SASH WEIGHTS, PLOW CASTINGS to fit any plow, ROAD SCRAPERS, &c.

All kinds of GENERAL FOUNDRY JOBBING done at the shortest notice and on the most reasonable terms. We also manufacture the celebrated "SUSSEX PLOW"—the best sod and stubble plow ever invented. Over 5,000 have been put in use since 1870. Farmers should use no other. Send for price list. We also make the best CORN PLOW in use.

Address or call on

GEO. W. COE & CO.,
Proprietors.

GEO. W. COE,

J. M. COX.

Hardware, Stoves, and Tinware.

J. H. Dunning,

Successor to W. S. McCOY & CO.

Takes pleasure in announcing to the public that the Decker-town Hardware, Stove, and Tinware Store is now in full blast and ready to supply its customers with all kinds of

Bar Iron, Steel, Agricultural Implements, Mowing Machines, Rakes, Patent Hay Forks, Plows, Castings, Builders' Hardware, Nails, Bolts, Spikes, Mechanics' Supplies, Butchers', Dealers', and Farmers' Scales,

All kinds of Grass, Grain, and Garden Seeds.

The Anti-Clinker Parlor Stove and Heater,

AND

New American and Merry Christmas Cook Stoves,

Acknowledged by every one to be the best ever introduced in the State of New Jersey. He also manufactures all kinds of Tin, Sheet Iron, and Copper Ware, making a specialty of the IRON CLAD MILK CAN, 1800 of which have been sold during the past year. All kinds of jobbing done by competent and experienced workmen with neatness and dispatch. Liberal discount to the Trade. Sole agent for

The Light-Running

Domestic **S**ewing **M**achine,

The Best in the World.

GENERAL HEAD-QUARTERS
 For all kinds of
MILLINERY AND FANCY GOODS,
GENTS' FURNISHING GOODS, &c.,

AT

J. W. THORNTON'S
Under Masonic Hall, Cannon's Brick Block,
DECKERTOWN, N. J.

The latest styles of the season always on hand. REAL HAIR
 GOODS A SPECIALTY; such as Switches, Coils, Chignons, &c.

An elegant stock of all kinds of Ribbons. Give me a call and
 examine stock before purchasing elsewhere.

LEONARD DYRAUF,
 DEALER IN
READY-MADE BOOTS AND SHOES,

At the very lowest figure for cash. First-class Boots and
 Shoes MADE TO ORDER. Repairing done at short notice.

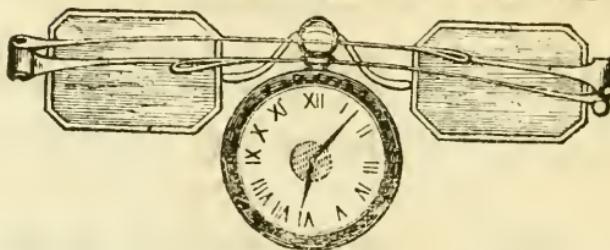
COX'S BLOCK, MAIN ST., DECKERTOWN, N. J.

FOR SALE OR RENT.—A choice location for business is
 offered for sale or rent, located in the business centre of
 Deckertown, and an old-established stand. The owner is now
 selling off his goods at cost, with a view to retire from business.
 Apply to J. W. ELSTON, Deckertown, N. J.

DR. E. C. TUTTLE, Dentist, Deckertown, N. J.
 OFFICE OVER W. W. COX'S STORE, MAIN STREET.
 Teeth extracted without pain. All work warranted.

Visits Unionville, N. Y., every Friday.

W. N. MEEKER,



DEALER IN

Watches, Clocks, Jewelry,

SILVER-WARE, SPECTACLES, &c.,
DECKERTOWN, N. J.

REPAIRING PROMPTLY DONE.

OYSTER, Ice Cream, and Refreshment Saloon, opposite the Post Office, Deckertown. Give me a call, ANDREW J. QUICK.

D. C. CASTERLEN, Harness Maker; in the Stone Building, Main Street, Deckertown, N. J.

DECKER & VAN REPER, Painters, Deckertown, N. J. Shop opposite the Crisman House.

W. H. JERVIS, Champion Blacksmith; opposite the Crisman house, Deckertown, N. J.

GET your harness at PARET'S shop, under Crisman Hall, Deckertown, N. J.

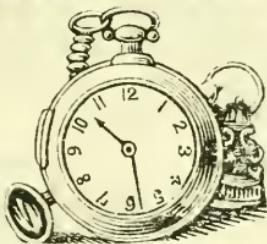
J. L. QUICK, manufacturer of Fine Buggies Wagons, &c. Blacksmithing and Repairing. Stone Shop, Deckertown, N. J.

GO TO "Rus" McCor's Ice Cream and Oyster Saloon for Refreshments; under J. W. Elston's Store, Deckertown, N. J.

AVERNS & WESTBROOK, Butchers, at the Deckertown Meat Market, adjoining N. W. Heater's store, Main Street.

THOMAS SAYER,

Manufacturer of



and Dealer in

**Gold and Silver Watches, Clocks,
Jewelry, Silver-Plated Ware of all kinds, &c.**

A splendid stock always on hand, and sold at reasonable prices.
Repairing promptly executed. Give me a call.

**Store under Crisman Hall,
MAIN STREET, DECKERSTOWN, NEW JERSEY.**

NELSON W. HEATER'S

HEAD-QUARTERS FOR FINE AND STAPLE

Groceries & Provisions.

CONFECTIONERY &c.

MAIN ST., DECKERSTOWN, N. J.

SAYER & NOBLE,
BOOK
FANCY JOB ^{2ND} PRINTERS.

SANFORD BLOCK,
DECKERTOWN, N. J.

All kinds of Printing executed in the best style, at Low Prices. Send for Samples and Prices.

SPECIALTY:
Book and Pamphlet Work.
CONTRACTS SOLICITED.

THE
SUSSEX COUNTY INDEPENDENT.

Best Local Paper Published

in Northern New Jersey. It has a large circulation throughout Sussex and adjoining counties, and hence, is a

Valuable Advertising Medium
 for business men to use in extending their trade.

TERMS: \$2.00 per Year, in Advance.

ADVERTISING RATES REASONABLE.

*SAYER & NOBLE, Publishers,
 Deckertown, N. J.*

GRAND



MAIN STREET,

Deckertown, Sussex County, New Jersey.

This is a first-class hotel in every respect, and guests will receive every attention and convenience possible, to make them happy and comfortable.

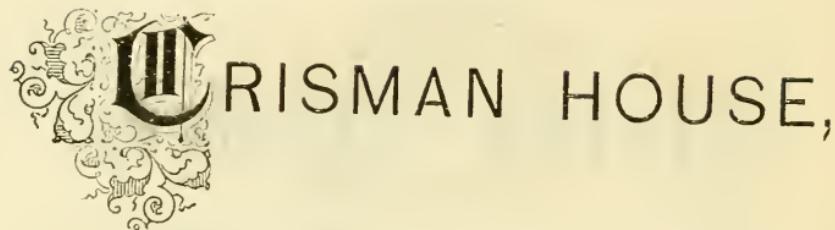
Received any time. Climate healthy. Good fishing, and the best woodcock shooting in the Middle States within a mile of the hotel.

Teams or single conveyances supplied at the hotel at reasonable rates. Board by the day or week. Pure wines and liquors and choice cigars at the bar. Good stable accommodations.

A Free Hack to all Trains for Guests of the House.

Nearest hotel to the Midland Railroad depot in Deckertown.
Give me a call.

J. J. WICKHAM, Proprietor.



Main Street, Deckertown, N. J.

PURE WINES AND LIQUORS

At the Bar.

Board by the Day or Week, on reasonable terms.

Ample Stable Accommodations.

A Hack to all trains, free for Guests of the House.

G. CRISMAN,

Proprietor.

Mrs. Wm. N. Meeker,

Fashionable Milliner,

MAIN STREET, DECKERTOWN, N.J.

Has always on hand a well-selected and stylish assortment of all kinds of Millinery Goods, which she sells at

LOW PRICES.

HATS, BONNETS, &c., Trimmed to suit Customers.

GIVE ME A CALL.

J. A. WESTFALL, dealer in Dry Goods, Groceries, Crockery, Boots and Shoes, &c.

Ready-Made Clothing a Specialty.

Don't fail to call and examine before purchasing elsewhere, as my prices will suit the needy; one price only.

*Agent for all First-Class Sewing Machines;
also, Needles for same.*

TO BUSINESS MEN:

Men in business, of whatever kind, will find

The Sussex County Independent
the best advertising medium in Northern New Jersey; and
should govern themselves accordingly, by sending all their
advertisements for insertion. Terms reasonable. Address

SAYER & NOBLE, Publishers.

DECKERTOWN*Real Estate, Fire, and Life Insurance Agency.*

ALPHEUS HOWELL,
OF DECKERTOWN, N. J.,

Has for SALE or EXCHANGE,

DWELLINGS AND BUILDING LOTS

Eligibly located in the village of Deckertown, near the Midland Railway depot.

Agent for all First-class Insurance Companies.

Policies issued at reasonable rates. All losses promptly adjusted.

ALPHEUS HOWELL, AGENT.

LEWIS J. MARTIN,

Attorney at Law

and

Solicitor in Chancery,

DECKERTOWN, N. J.

**Office in front rooms of Brick Building, over
Dunning's Hardware Store.**

Prompt attention given all kinds of Collections.

FURNITURE.

—:0:—0:—

PRICES REDUCED
AT

Dewitt & Eddy's,
DECKERTOWN, N. J.

Warerooms in Sanford's New Building,
Adjoining Union Hotel.

We have recently enlarged our warerooms and put in a complete stock of furniture of the NEWEST STYLES, which we sell at the LOWEST CASH PRICES. A splendid stock of

BLACK WALNUT, CHESTNUT, and ENAMELED FURNITURE, such as BED-ROOM SUITS, PARLOR SUITS, MARBLE TOP and EXTENSION TABLES, BUREAUS, CHAIRS, SOFAS, LOUNGES, TETE-A-TETES, WHAT NOTS, MATTRESSES, WINDOW SHADES and FIXTURES, LOOKING GLASSES, PICTURE FRAMES, PICTURES, &c.;

Also, RUCKELHAUS' PATENT BED LOUNGE, with adjustable head, and springs both sides.

Special attention given to Picture Framing.

Persons wishing anything in our line will find it to their interest to call and examine our stock before going elsewhere. We feel confident that we can suit all in regard to price and quality of goods.

DEWITT & EDDY.

Leaving Deckertown the train continues northward past Wantage, a milk station; thence to

QUARRYVILLE,
70 miles from New York,

which derives its name from the valuable blue-stone quarries located about a mile west of the depot. These quarries are worked by the Midland Blue Stone Company. They are said to be the best quarries in America. Heavy shipments of this stone are made daily to supply the active and increasing demand in the growing cities of Middletown, Paterson, Newark, and New York. Besides the quarry worked by the above company, that of C. Fuller & Sons, adjoining, is equally valuable, and is being operated with considerable success. See advertisement.

Passing on by Van Sickles, a milk station, we cross the State Line and the train soon stops at

UNIONVILLE,
73½ miles from New York.

This place has a population of five or six hundred; contains eight stores, wagon factory, glove factory, chair factory, three saloons, two hotels, three churches, an academy, a district school, an excellent boarding school—the Oak Hill Seminary—under the direction of Prof. S. S. Hartwell, a graduate of Yale, and a creamery.

The road, as originally constructed, from this point to Middletown was a portion of what was known as the Middletown, Unionville & Water Gap R. R., having for

Fuller's Blue Stone Quarry,

QUARRYVILLE,

Sussex County, New Jersey.

Constantly on hand and furnished to order, a general variety of

*Stone Flagging, Curbing, Gutter Coping,
Sills, Steps, Bridging Rock, &c.*

Also, FINE-AXED SILLS, LINTELS, and WATER TABLE,
and a general assortment of Stone of all dimensions.

Orders Solicited, and Promptly Filled.

For further particulars regarding prices, etc., address

FULLER & SONS,

Quarryville, Sussex Co., N. J.

its ultimate objective point the village of Columbia, Pa., situated directly in the Delaware Water Gap, and was, after its completion, operated as a branch road by the Erie Railway Company until incorporated as a link in the great through line of the Midland Railway. The village itself, which is nearly on the line dividing New York from New Jersey,* is said to have derived its name from a dispute which arose in 1740 on the question of boundary lines, the two colonies each claiming several miles of territory, the ownership to which had been left ambiguous in the original patent given in 1644 by the Duke of York, afterwards King James II, to Lord Berkley and Sir. Geo. Carteret. After a serious engagement between the contestants the matter was finally settled in 1757 by the respective governments, who divided about equally the disputed territory.

UNITED STATES HOTEL.

(Near the Depot)

UNIONVILLE, N. Y.

JOSEPH KIMBER, Prop'r.

Good accommodations for man or beast.

RAILROAD HOUSE,

MAIN STREET,

UNIONVILLE, N. Y.

W. W. TUTTLE, Prop'r.

Board by the day or week on reasonable terms. Livery attached.

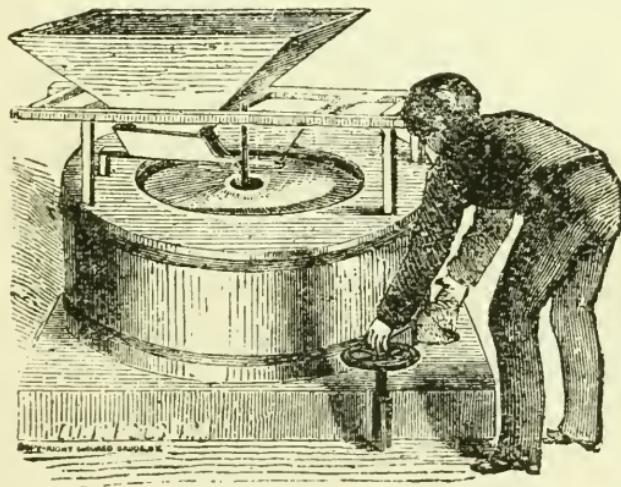
DR. E. DUNN OWEN, Physician and Surgeon,
Main Street, Unionville, N. Y.

UNIONVILLE DRUG STORE, Dr. J. L. Whits-
ke. Depot for Drugs, Medicines, and Yankee Notions.

*Half a mile distant from Unionville stands a house, half of which is in one State, the remaining half in the other.

J. PERKINS SNOOK,
DEALER IN
Choice Family Groceries,
FLOUR, FEED, &c.,
UNIONVILLE, N. Y.

Always on hand a full supply of
CHOICE FAMILY GROCERIES AND PROVISIONS.



Particular attention is devoted to

FLOUR, FEED & MEAL,
which we manufacture at Waterloo Mills.

Orders Solicited and Promptly Filled.

Send for Price List. Address

J. PERKINS SNOOK.

P. C. HANFORD & CO., Carriage Making,
Blacksmithing, Painting, and Undertaking. Unionville,
Orange County, New York. Fine buggies a specialty.

P. C. HANFORD, N. C. HANFORD, J. H. HANFORD.

E. J. EVERETT, dealer in
LUMBER, DOORS, SASH, BLINDS, and MOULDINGS,
RAILROAD AVENUE,
UNIONVILLE, NEW YORK.

D. CLARK, dealer in Dry Goods, Groceries, Crockery, Boots
and Shoes, &c., Post-office, Main St., Unionville, N. Y.

GOOD operators on sewing machines can secure the highest
wages at the Unionville Glove Factory. RUNYON & SHUTE.

WEST TOWN.

76 $\frac{3}{4}$ miles from New York,

On Rutgers Kill, is the centre of a great butter and milk producing region, and derives its name from being the most westerly, as it is also the oldest, settlement in the township of Minisink. It has about two hundred inhabitants, two churches, a hotel, district and select schools, a creamery, and several stores.

JOHNSON'S,

79 $\frac{3}{4}$ miles from New York,

Is principally a milk and freight station; has one store one hotel, and one saloon.

SLATE HILL.

81 $\frac{3}{4}$ miles from New York.

A lively little hamlet of about one hundred and fifty inhabitants, containing three stores, two hotels, wheelwright and blacksmith shops; has two churches and two

schools. An important railroad point for the neighboring village of Ridgebury.

A ride of about six miles through the finest agricultural district of Orange county brings the traveler to the largest town on the line west of Paterson—the rapidly growing and embryo city of

MIDDLETOWN,

87½ miles from New York,

A thriving inland town, situated in the very heart of the richest dairy region in the world, with a population of over eight thousand. Before the train stops we cross over the Erie Railway on a substantial iron bridge from which a splendid view of the town is spread out before us, on the left.

The Midland Company have erected two fine passenger depots here for the accommodation of the citizens; one at Main street and the other at Wickham avenue, with eating-houses adjoining. They have also located their car and repair shops for the New Jersey Division near the Wickham avenue depot.

Middletown has every attraction and convenience for business or residence; with churches of nearly all denominations, good public and private schools, a lyceum with a reading-room and well-stocked library, an opera house seating nearly one thousand, three public halls, four newspapers (*Daily and Weekly Press, Mercury and Mail, Signs of the Times*), an Old-school Baptist organ,

and *Banner of Liberty*), three banks, police and fire departments, water works, gas works—in fact, everything usually found in a live and growing city.

The place has many fine public buildings, stores of every description, four or five hotels, factories devoted to the manufacture of saws, files, carpet bags, gloves, sash, blinds, mouldings, horse shoe nails, wire, hats, &c.; rolling mill, tannery, marble works, and many other branches of business of minor importance. All in all, manufacturing is the chief business of the place, and has been the source of its rapid growth and developement. This, with its beautiful location, natural advantages, and the enterprise of the citizens, all tends to favor the promise of still greater growth and thrift for the future.

Some of the churches and manufactories will well repay a visit and inspection; and there is much to see and admire in the beautiful "Hillside Cemetery," covering a tract of fifty acres in the south-west part of the town. Upon a hill on the west a substantial and imposing edifice—the Homeopathic Insane Asylum—costing some \$200,000, has been erected. About two miles west of this, among the hills, is Lake Monhagen, an artificial reservoir from which the town is supplied with water. A boulevard has been graded from the village to the lake, which affords a splendid carriage drive thereto.

Among the articles manufactured here there are two of peculiar interest. A new cold water engine that is equal to a steam engine in the rate of speed it can be run

at and the amount of work it can perform, and is superior to steam, as it can be run at much less expense, It can also be run by steam. This novelty is manufactured by King & Mulock. The Forge Nail Works are very interesting in the fact that here horse shoe nails are made by machinery. The machine used throws out one hundred nails per minute, all complete. The Orange County Milk Association have a Milk Condensing Factory here which cost \$30,000. The Masons, Odd Fellows, American Mechanics, and Good Templars are all flourishing organizations.

Among her citizens prominently identified in the building of the Midland are Hon. Elisha P. Wheeler, Hon. Henry R. Low, and Captain James N. Pronk.

The Midland enters Middletown from the south, describes a long curve westward, traverses the northern portion of the town, and lands passengers at the two depots. The travel between this place and Ulster and Sullivan counties, by the Midland, is immense, and a horse railroad will eventually be built to convey passengers to the Midland from the Erie Railway depot. At present passengers are accommodated by a line of omnibuses running in connection with all arriving and departing trains.

From Middletown a branch road extends to Pine Bush about thirteen miles. (See Crawford Branch.)

BENJ. LOW, *Counselor at Law,*
MIDDLETOWN, N. Y.
OFFICE: EMPIRE BLOCK, NORTH STREET.

B. V. WOLF,

DEALER IN
and
MANUFACTURERS OF

GENTS', YOUTHS', and BOYS'

CLOTHING,

Furnishing Goods, Hats, Furs, Cloths,
Cassimeres, Linings, Trimmings,
etc., etc., etc.

Special attention paid to
Custom Work and Cutting.

MIDDLETOWN, N. Y.

A. N. BOAK,
REAL ESTATE,
Loan and Insurance Agency,
NO. 16 NORTH STREET,
(Over Col. D. C. Dusenberry's Jewelry Store)
MIDDLETOWN, N. Y.

Houses, Lots, Building Sites, Fine Residences, Farms, Country Seats, Business Establishments, and Real Estate

Of every description FOR SALE OR EXCHANGE on favorable terms. The extensive building and repair shops of the New York and Oswego Midland Railway are located at this place, and real estate is rapidly advancing. NOW IS THE TIME TO PURCHASE A HOME!

Agent for the following Fire Insurance Companies:

Liverpool and London,
Globe,
Hanover of New York,
Farm Buildings of Herkimer, New York;
ALSO;
'Travelers' Accident Insurance Company, of Hartford, Conn.

Houses Rented and Rents Collected.
Bonds, Mortgages, and other Securities Bought and Sold.

KING & MULOCK,

Engineers and Machinists.

MANUFACTURERS OF

Steam Engines, Water Engines, and Mowing Machines.

Our Engines and Mowing Machines have no equals in the world.

PATENT MODELS made at short notice, and in the best manner. All kinds of machine jobbing done with dispatch, with prices as low as any other firm.

Patent rights of engine and mowing machine for sale or manufacture on royalty. Call and see us.

*Corner of Main Street and Academy Avenue,
MIDDLETOWN, N. Y.*

DON'T WASTE YOUR MONEY!

But practice true economy by buying

**Millinery and Fancy Goods,
Hosiery and White Goods,**

FROM

S U R D A M,

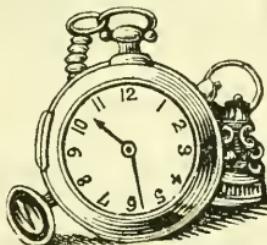
No. 1 Empire Block, Middletown, N. Y.

The MILLINERY DEPARTMENT is complete with all the latest styles of Ladies' Hats. Ribbons of all colors and prices. Flowers in abundance. All kinds of Fancy Goods and Yankee Notions.

In the HOSIERY DEPARTMENT we have a complete assortment. A nice line of Gents' Bows, Toilet Soap of good quality, Ladies' Ties, Laces, Hamburg Edgings, Crochet Edgings, &c.

SAMUEL A. SEASE,
DEALER IN

Clocks
&
Watches,



Jewelry

&
Silver-Ware,

No. 3 NORTH STREET,

MIDDLETOWN, N. Y.

Every Description of Clocks, Watches, and Jewelry carefully
Repaired, and Warranted.

THE "PRESS" STEAM PRINTING HOUSE,
and Bookbindery, 30 NORTH STREET (Gothic Hall, 1st floor),
MIDDLETOWN, ORANGE COUNTY, N. Y. All kinds of JOB WORK
done promptly, in the best style, and at satisfactory prices. Work
done at the "PRESS" Bookbindery equals the best New York
work, and the prices cannot be beaten. Blank books manu-
factured. Ruling done to order. Transparencies and show cards
a specialty. Something new. Call and see them. Office of the
Orange County Press and *Middletown Daily Evening Press*, the only
daily in Middletown.

EATON & RUSSELL, Dealers in Coal, Lumber,
Doors, Windows, Lath, Shingle, Cement, and Plaster; also,
proprietors of PLANING AND MOULDING MILLS. Office corner
Main and Canal Streets, Middletown, Orange County, New York.

VEBER HOUSE, (formerly Union House)
MIDDLETOWN, N. Y.,
is now open for the reception of permanent and transient guests.
Newly furnished throughout.

C. C. VEBER, Prop'r.

D R. T. C. ROYCE,
DENTIST,
Over Rooms formerly occupied by the Wallkill Bank.

Corner of Main and North Streets,
MIDDLETON, N. Y.

Dentistry practiced in all its Branches. Teeth
 extracted without pain. Give me a call.

STEPHEN L. PRESTON,

Dealer in and Repairer of

Clocks, Watches, Jewelry, &c.,
 Cor. North and King Sts.,
 Opp. Middletown Nat'l Bank, **MIDDLETON, N. Y.**

Howell, Hinchman & Co.,

Manufacturers of

Harness and Bridle Leathers,
WAX KIPS and CALF SKINS,
MIDDLETON, N. Y.

Orange County Furnace, Machine and Stove Works,

MIDDLETON, N. Y.,

MANUFACTURE

**Stoves, Plows, Steam Engines, Water
Wheels, Rail Road Frogs, Head Blocks,
Switch Gates, Car Trucks, Bolts, House
Work, and Castings in general.**

Also keep constantly on hand, at manufacturers' prices

Rubber and Leather Belting and Packing.

WROUGHT PIPE AND FITTINGS.

E. P. WHEELER,

Proprietor.

JOHN MACKAY, Manager,

GEO. J. KING, Agent.

G ROO & WIGGINS, Attorneys and Counsellors at Law,
North Street, Middletown, Orange County, New York.

J. W. TALLMAN, Dealer in Leather and Shoe
Findings, Main Street, Middletown, N. Y.

Travelers on the Midland !

CAN
GET MEALS
AND REFRESHMENTS

*At Sweet's Dining Rooms,
At the Wickham Avenue Depot, MIDDLETOWN, N. Y.*

All trains stop here for Meals and Refreshments.

Leaving Middletown the road follows a north-westerly course, and by a gradually ascending grade approaches the Shawangunk, the first great range of mountains which—and to all appearances, effectually—bars its further progress. But here, too, man's skill, energy, and perseverance have proved, as we shall see, triumphant; for the parallel lines of steel may be followed on through fertile fields, rocky cuts, the dense wilds and mountain fastnesses, until they bring us safely and easily to the level of the now distant valley of the Neversink, beyond.

The first station,

FAIR OAKS,

91 $\frac{3}{4}$ miles from New York,

Simply a milk station ; with a hotel and post-office, is situated in the region known as "Pine Swamp."

PURDY'S,

93 miles from New York,

Which derives its name from the owner of the nearest farm house, is merely a milk station.

LOCKWOOD'S,

94 $\frac{1}{2}$ miles from New York,

Like Purdy's, is the outlet for a considerable milk trade. Just beyond here we cross the great bridge over the Shawangunk Kill, consisting of two spans two hundred and sixty feet long, and at an elevation of seventy-five feet above the water ; then up a steep grade to

WINTERTON,

95 $\frac{1}{2}$ miles from New York,

Lying at the mountain's base, and surrounded by a fine farming region on either hand. This station is named after the Winters family, the members of which are numerous hereabouts. A store, post-office, school-house, and a few dwellings, and you have a description of Winterton, the first stopping-place in Sullivan county, going westward. From here we gradually ascend the side of the mountain until reaching

BLOOMINGBURGH,

97 $\frac{3}{4}$ miles from New York.

The village proper is located in the valley, about a mile below the depot, on the Shawangunk Kill ; has a

population of about three hundred, with three churches, four hotels, four stores, mill, tannery, a good school, three wagon and blacksmith shops, and was incorporated in 1833. The old Newburgh and Cocheeton Turnpike runs through the village, east and west, and was formerly (before the advent of railroads) the great highway of travel westward from the Eastern States. The farms on the east side of the mountain are of a high order, and present an appearance of prosperity. They are well watered by fine springs, and afford some of the best grain or dairying farms in the State.

We are now two hundred feet above the level of the depots at Middletown, and yet the ascent has been easily accomplished. The station is at the eastern portal of the famous

SHAWANGUNK TUNNEL,

the greatest engineering difficulty encountered in the building of the Midland. It is 3,857 feet in length, and took a little over two years to complete. Two working parties were engaged in its construction—one on each side of the mountain. The distance from the eastern portal to the point where the working parties met is 1,398 feet; and from the western portal to the same point, 1,459 feet. The height of the mountain above the tunnel is 340 feet. The curve at the east end is 665 feet of a four degree circle; the remainder of the tunnel is a straight line tangent.

On the west side, 850 feet of Shawangunk grit was pierced; the remainder was Hudson shale. Small

quantities of iron and copper pyrites were found in the sandstone; and slight traces of coal in the slate.

The curve is sufficient to prevent one's seeing through the tunnel; and yet when the heading was pierced it is said that the two approaches did not vary an inch from the engineers' calculations. When the two working parties met and pierced the heading a man was placed at the opening and instructed to permit no one to pass. Soon after, the party who were first to pass through arrived; and he, who of all others was most entitled to the honor of effecting the first passage through this gigantic monument of enterprise and engineering skill—the man who has spent his whole energies for the past seven years for the consummation of a Midland Railroad and this tunnel; to whom, more than any other, it is due that the Shawangunk mountain is pierced by a railroad tunnel—HENRY R. Low—passed through. After him followed in quick succession: E. P. Wheeler, Samuel Gumaer, C. S. Masten, T. E. Benedict, of the *Ellenville Press*, and others of the party. The first regular passenger train was run through the tunnel Thursday, Feb. 1, 1872. The first lady passenger who rode through on the cars was Mrs. Jas. V. Morrison. Mr. J. V. Morrison, of Wurtsboro', has the drill which first pierced the heading of the Shawangunk tunnel. It is about eleven feet long, and weighs thirty-two pounds.*

*For some days before the heading was pierced the noise of drilling could be heard from the opposite sides, and considerable strife was manifested for the possession of the drill which should first pass through. Among those who entered into this strife was

We now pass through the tunnel and emerge from the bowels of the earth on the west side of the mountain, where the road makes a sudden turn to the right (northward). Look to the left, when what a glorious view meets the eye! If our view from the eastern slope of the mountain was beautiful and grand, this before us is doubly so. A valley nearly two hundred feet below, traversed by the Bashas Kill, and walled in on the opposite side, not more than a mile distant, by the Neversink Mountain, beneath the shadows of which nestles here and there a picturesque hamlet; directly below, and extending up and down the valley, parallel to

Mr. Morrison, who formed a plan the details of which were quietly carried out by the operatives on the western end of the tunnel, something as follows: Late at night about the middle of Sept., 1871, the operatives in the west end, knowing by the sound produced by the drill on the other side that the perforation must soon be made, ceased operations, or made little headway with their own drill. In a little while the rock was started by the eastern drill, and one or two more blows sent it through five or six inches. It was instantly seized by the men on the west side, who pulled it through a few more inches, and, by putting a pickaxe beneath it, held it so firmly that the men on the east side could not withdraw it, although they tried for a long time to do so. After they had ceased their efforts and left the work, the men on the west side pulled the drill through and buried it beneath three or four tons of rock; they then placed another drill on the floor of the tunnel, in front of the hole. The next morning when the eastern men came over the mountain for their drill they were shown the drill lying on the floor, as the one which had been pulled through. It was taken to a blacksmith shop, where it was cut in many pieces, to be sent to Albany and other places as relics. In the meantime the drill which really pierced the heading was removed to Mr. Morrison's residence and the next day was formally presented to him. He intends to place it in the Geological rooms at Albany. It soon leaked out that a joke had been perpetrated upon the eastern men, and those having the matter in charge concluded to delay indefinitely the sending away of the pieces of drill.

the mountain, which we directly descend, is the Delaware and Hudson Canal, a watery thoroughfare teeming with boats, and, before the coming of the railroad, forming one of the great avenues of trade and travel through the adjacent region; and in the centre of this charming scene, looking like a fairy village described in books of our childhood, is

WURTSBORO',

99½ miles from New York.

The passenger for Wurtsboro' alights at the western end of the tunnel, at what is called the "Horseshoe," where a station has been erected, and from whence a stage ride down the mountain brings him to his destination. The village was formerly called Rome, but on the building of the Delaware and Hudson Canal, the name was changed to Wurtsboro', in honor of Maurice Wurtz, the President of the Company. It now contains three churches, a district school, three hotels, eight stores, tannery, grist-mill, two wagon shops, three blacksmith shops, and about seven hundred inhabitants. It is a delightful village; and to sportsmen or those looking for a summer residence, it affords great advantages, since it is within easy access to the finest hunting and fishing districts in the country, the mountains being full of all kinds of game—from bears down to squirrels—while the trout streams are almost innumerable. There are no less than nine trout ponds in this vicinity. The scenery is very fine; from the cupola of the Olcott House the eye can range for ten or fifteen miles up and down the valley,

until a turn in it seems to enclose the observer in a perfect basin. The village was incorporated in 1866, and has two flourishing temperance organizations.

From Wurtsboro' station, rapidly descending the mountain side for a distance of three and one-half miles, we reach the level of the valley and come to a stand-still on the banks of the canal at

SUMMITVILLE,
103 miles from New York.

The junction formed by the Ellenville Branch connecting with the main line, and extending to Ellenville, seven miles distant.* It contains a school-house, tannery, and a store, and has about one hundred and fifty inhabitants. We now cross the canal by a bridge one hundred and ten feet in length; thence straight across the valley, and up the side of the mountain to

SANDBURGH,
110 miles from New York,

A small station which boasts of one church, tannery, hotel, one store, two district schools, two blacksmith and wagon shops, three saw-mills, turning shop, stone quarry, and about half a dozen houses.

CENTREVILLE,
114 miles from New York.

A small village containing one store, a school-house, hotel, and about a dozen houses. Two and a half miles beyond this we cross the Neversink bridge, a single-span bridge of two hundred feet in length, at a height of sixty

*See Ellenville Branch.

feet above the water, approached at either end by trestles one thousand feet in length. Three-quarters of a mile beyond this we pass through the Neversink tunnel, one thousand feet in length. The next station is

FALLSBURGH,

117 miles from New York,

Situated on the Neversink, seven and one-half miles from Monticello, the county-seat of Sullivan, with which connection is made by a daily stage line.

It contains one church, two stores, grist-mill, two saw-mills, carriage and sleigh manufactory, one hotel, cigar factory, two blacksmith shops, harness shop, two schools, and about one hundred and fifty inhabitants. The Neversink has a fall of twenty-three feet at this place.

HURLEY,

121 miles from New York.

Simply a station on the west border of the town of Fallsburgh. The section through which we have just passed is wild and romantic in the extreme, but we now gradually approach a better section.

LIBERTY FALLS,

126 miles from New York.

The place contains one hotel, school-house, two stores, grist-mill, wagon and blacksmith shop, tannery, three saw-mills, a shoe shop, and about one hundred inhabitants. Our next stop is at

LIBERTY,

129 miles from New York,

A centre of one of the finest agricultural sections in

the county. It is situated on the Middle Mongaup; has a population of about seven hundred; contains four churches, a newspaper office (*Liberty Register*), a normal institute, district school, four hotels, ten or a dozen stores, flouring-mill, carriage factory, and a public library. The village was incorporated in 1870, and has a well-organized fire department; and is destined to become the most important place in the county.

About three miles from Liberty we pass through Young's Gap, at a height of 1,830 feet above tide-water at New York—the highest point on the Midland. From this altitude we rapidly descend, skirting the banks of the Little Beaver Kill, to

PARKSVILLE,

133 miles from New York.

This place contains three or four stores, two hotels, tannery, saw-mill, church, school-house, and about one hundred and fifty inhabitants. The country hereabouts is wild and mountainous, and the people are mostly engaged in lumbering.

MORSSTON,

138 miles from New York,

Five miles further down the Beaver Kill, is the next station, and has one store, a saw-mill, a hotel, and about a dozen dwellings.

WESTFIELD FLATS,

144 miles from New York.

A lively little hamlet in a lumber region, with four stores, three hotels, flour-mill, two tanneries, church, and a school-house.

COOK'S FALLS,
149½ miles from New York.

At present, a mere station, and we pass on, following the course of the stream as before, crossing the county line into Delaware county, past Whirling Eddy*; thence onward to

TROUT BROOK,
157 miles from New York.

This station, like the previous one, has few attractions for the eye of the traveler, but to followers of "Ike" Walton we would say that the brooks of this vicinity teem with "speckled beauties" ready to snap the hook of the angler.

EAST BRANCH.
159 miles from New York,

Is the next stopping place. Here the Beaver Kill, which we have been following through all its windings since leaving Parksville, forms a junction with the East Branch of the Delaware.

The place contains a store, church, school-house, hotel, a saw-mill, and about half a dozen houses. Here, too, lumbering is the chief vocation of the people. The lumber is built into rafts and taken down to the Philadelphia markets during freshets in the fall and spring months.

*On Wednesday, July 9th, 1873, the last rail on the New York & Oswego Midland Railroad was laid at Whirling Eddy, on the Beaver Kill, in Delaware county, New York. On Wednesday morning three miles and one hundred feet of track remained to be laid.

The rain of Tuesday had delayed the work, and it was owing to this fact that so much of the track remained to be laid on Wednesday. Nevertheless, the work was pushed with the utmost vigor by the contractor, Mr. J. A. Kinsman, and by 8 o'clock the last rail

Reaching

FISH'S EDDY,
163 miles from New York,

Four miles beyond—a mere stopping place—we cross the East Branch; pass through Hawk's Mountain tunnel, 1,133 feet in length; and in a few moments are at

was in place—a feat of track-laying that railroad men of experience say they have never seen equaled. The men worked with the greatest diligence, each one seeming to take a personal interest in the completion of the work; and when it came time for the last rails to be put in place the men on either end strove strenuously for the honor. The dispute was settled by Superintendent Douglass, who allowed each track-laying party to lay and spike their own rail—the party from the north laying a rail twelve feet and nine inches in length, marked "D. C. Littlejohn" on the outer flange, the connecting rail on the New York end bearing the name of "George Opdyke." When the last rail was in place, at 8 o'clock and two minutes, Dr. Bartlett, of Walton, the only director present, was made chairman, who, after a few well-timed remarks on the completion of the road, named E. P. Wheeler, of Middletown, New York, ex-Vice-President of the road, as the one who should drive the last spike, which was unanimously seconded by the crowd. The spike was of the ordinary kind, and Mr. Wheeler, after stripping himself for duty, thanked the chairman and the assemblage for the honor conferred upon him, and with thirteen blows drove the last spike in place at precisely fifteen minutes after eight. Then the shouts of a thousand people, the shrieking of five locomotives, the roaring of canon, and the music of band caused the narrow valley to echo and re-echo with the strange sounds of rejoicing and triumph over the completion of one of the greatest railroads of the day, both in its effect on the internal development of the State and on the commerce of the metropolis.

Whirling Eddy, the point where the connection was made, is situated 180 miles from Oswego and 155 miles from New York: consequently, if the meeting had been $12\frac{1}{2}$ miles further north, just half the distance from the termini would have been completed by the two working parties. As a somewhat singular coincidence, it may be mentioned that Hon. E. P. Wheeler, who drove the last spike, lifted the first shovelful of earth for the Unionville road, now a part of the Midland, and also for the New Jersey Midland, now under the same management. It may be worthy of note that Superintendent Douglass and Superintendent McKinley met for the first time, and clasped hands over the piece of iron that united New York and Oswego.—*Middletown Mercury.*

. CARDOSIA,
169 miles from New York,

And only two miles from Hancock, on the Erie Rail-way. This will eventually be quite a place, but as yet has only a depot.

The road leaves the East Branch a few miles beyond here and gradually ascends, crossing another summit and striking the West Branch of the Delaware.

SUMMIT,
176 miles from New York,

A stopping place and watering station for passing trains, is simply a depot established for the accommoda-tion of the sparse population of this region.

ROCK RIFT,
180 miles from New York.

The country assumes a pleasanter appearance, and the valley commences to widen. This place has one hotel, two stores, saw-mill, and a school-house. From this place the road rapidly descends and follows the course of the stream to Walton, eight miles distant.

WALTON,
188 miles from New York.

This is the first town of any considerable importance reached since leaving Liberty—about sixty miles distant. Until reaching here the road follows the course of streams running through narrow vallies and ravines, with high mountain peaks clothed with tall pines and hemlocks and stunted oaks, on either side—with here and there a clearing, a saw-mill, or a tannery—presenting to the

traveler a grandly picturesque and imposing scene, when, as if by magic, the view changes, and he finds himself approaching the village of Walton, a beautiful town—of about fifteen hundred inhabitants—spread out before him on a level plateau of land on the banks of the East Branch.

This place has five churches, two hotels, about twenty-five stores, steam saw-mill, planing mill, newspaper office (*Walton Chronicle*), flouring-mill, Masonic and Good Templar lodges, three law offices, cornet band, bank, academy, public hall, and a literary society.

The village is incorporated and its officers are carrying out a liberal system of public improvements in the grading of streets, and laying down flagged side-walks. Walton is the centre of the finest agricultural region of Delaware county, and the advent of the Midland is destined to greatly increase its growth, and add materially to her wealth.

A branch of the Midland extends from this place to Delhi, the county-seat of Delaware county, seventeen miles distant. (See Delhi Branch.)

The village has a well organized fire department, and a liberal system of public schools; no license to sell liquor is granted either hotels or saloons, and the citizens are, for the most part, a religious and temperate people.

Leaving Walton, the road follows the course of a little brook, up grade, to

NORTH WALTON,

195 miles from New York.

The village proper is situated about a mile from the depot, and contains a church, store, a few dwellings, and a school-house. Between here and

MERRICKVILLE,

198½ miles from New York,

Three miles beyond, the road makes a zig-zag course over a hill, traversing three miles to make one. This hill will eventually be tunneled, thereby shortening the route two miles.

Merrickville is simply a station, from which a stage line extends to Franklin, five miles distant. Our next stop is at

SIDNEY CENTRE,

203 miles from New York.

A little hamlet containing a hotel, three or four stores, three churches, and a school house. Here the road crosses a valley on a bridge 1,420 feet in length and 103 feet above the bed of the stream below.

YOUNG'S,

207 miles from New York.

A small station having a store and post-office, and a mile and a half from Unadilla, on the Albany and Susquehanna Railroad.

SIDNEY PLAINS,

211 miles from New York,

The next stopping place, has a population of over five hundred inhabitants; is a lively and growing town, with about a dozen stores, three churches, four hotels, a

newspaper office (*Midland Times*), and good schools. Here the Midland crosses the Susquehanna River and the Albany & Susquehanna Railroad and pursues a north-westerly course to

EAST GUILFORD JUNCTION,
211½ miles from New York,

Where the New Berlin Branch unites with the main line. This branch road runs to New Berlin, 22 miles distant. (See New Berlin Branch.)

HUMPHREY'S,

216½ miles from New York.

A mere stopping place for trains, as is

GUILFORD CENTRE,

218 miles from New York.

Beyond this point about two miles we stop at

GUILFORD,

220 miles from New York,

A pleasant little hamlet, with two churches, three or four stores, a hotel, and a school-house. A mile further on we reach

GUILFORD SUMMIT,

221 miles from New York,

Where the Midland crosses the range separating the Susquehanna and Chenango Rivers. Simply a stopping place for trains.

OXFORD,

226 miles from New York,

Is a lively, growing village of about fifteen hundred inhabitants, containing about twenty stores, two or three hotels, a newspaper office (*Oxford Times*), bank, four

churches, and excellent public schools. The railroad station is about a mile from the village. At

LYON BROOK BRIDGE,

229 miles from New York,

The road crosses a stream of the same name, on an iron bridge about 1,200 feet in length and 165 feet above the bed of the stream. This is a mere stopping place for trains.

NORWICH,

234½ miles from New York.

A beautiful and growing village situated on the Chenango river, with a population of about six thousand. The Canasawacta creek unites with the Chenango on the southern outskirts of the village. The streets are regularly laid out and have good flagged side-walks, bordered in many places by beautiful shade trees. The village is the county-seat of Chenango county; has six churches, six hotels, two banks, an academy, two newspaper offices (*Telegraph* and *Union*), piano factory, several carriage factories and tanneries, a blast furnace, a hammer factory, a planing mill, foundry and machine shop, and several other manufactories.

The village is provided with a well-organized fire department, and the streets, stores, and dwellings are lighted with gas.

At this point the western arm of the Midland—known as the Buffalo Extension—branches off, and is now in full operation as far as Scipio Centre, eighty-five miles distant. (See Buffalo Branch.)

PASSENGERS ON THE MIDLAND

CAN PROCURE

Meals and Refreshments

AT

JAMES H. OSGOOD'S

Dining Rooms

AT THE

DEPOT,

NORWICH, N. Y.,

DAY OR NIGHT—SUNDAYS NOT EXCEPTED,

UPON THE ARRIVAL OF EVERY TRAIN.

—*—*

All Trains Stop Here Fifteen Minutes.

The Delaware, Lackawanna & Western R. R. also affords railroad facilities for the place, and connects with the Midland at this point.

Norwich is the terminus of the Middle and Northern Divisions of the Midland, and the Company have erected one of the finest depots and eating-houses on the line at this place. Repair shops have also been located here.

Leaving Norwich we pursue our course northward to

PLASTERVILLE,

238 miles from New York,

A little hamlet containing a store, grist-mill, saw-mill, and a plaster-mill.

NORTH NORWICH,

240 miles from New York,

A village of one hundred inhabitants, on the Chenango canal, containing two churches, three or four stores, a hotel, a wagon shop, grist-mill, cider-mill, and a cheese factory. The next station,

SHERBURNE FOUR CORNERS,

243 miles from New York,

Is simply a stopping place for trains, and we pass on to

SMYRNA,

245 miles from New York,

Situated on Pleasant Brook; contains three churches, a hotel, several stores, tannery, several mechanic shops, and has about four hundred inhabitants.

*EARLVILLE,

250 miles from New York.

A village of about four hundred inhabitants, with two churches, two hotels, good school, and several stores.

The place lies in two counties and four towns. Connection is here made with the Midland for Syracuse by the Syracuse & Chenango R. R. At

SMITH'S VALLEY,

253 miles from New York,

Three miles beyond, is the point where branches from Utica and Rome connect with the main line of the Midland. The place is a mere hamlet.

EATON,

258 miles from New York.

A lively little village of about five hundred inhabitants. The place was named from Gen. Wm. Eaton, commander of the U. S. military forces in the expedition to Tripoli, and was formerly called "Log City." There are three churches, two hotels, portable steam engine manufactory, and several stores.

MORRISVILLE STATION,

261 miles from New York.

A depot established for the accommodation of the people of Morrisville, the county-seat of Madison county, with a population of about one thousand, situated two miles from the station.

PRATT'S HOLLOW,

263 miles from New York.

A small hamlet of about one hundred inhabitants, containing one hotel and several stores.

MUNNSVILLE,

267 miles from New York,

Is situated on the Oneida creek; has a church, several manufactories and stores, and about three thousand

inhabitants. A short distance from here we pass Mosquito Point, a high bluff which forms a wild and picturesque scene—rocks hundreds of feet above overhanging the base of the cliff; with wide fissures and rough indentations, bringing to our thoughts a period when great commotions of nature agitated this region.

Numerous caves in limestone exist in these hills, but the noxious gases which emanate therefrom have prevented any extensive exploration. Depressions resembling the foot-prints of men, horses, and cattle, are found in the rock forming the stream-bed in the valley below.

STOCKBRIDGE,

268 miles from New York,

Is named from the Stockbridge Indians, a powerful tribe of red men who were the original proprietors of this beautiful region. The village has a hotel, several stores, a church, and about two hundred and fifty inhabitants.

COOK'S CORNERS,

270 miles from New York,

Is a small hamlet of about seventy-five inhabitants, in a fine farming region; as is

BENNETT'S CORNERS,

272 miles from New York,

With about one hundred inhabitants. One mile from here the train halts at

ONEIDA COMMUNITY,

273 miles from New York.

Here is located an association of two hundred and five members, who own and occupy a farm of six hundred

and fifty-four acres. It is organized on a peculiar social and religious basis, and was established in 1847, by John H. Noyes, from whom most of their social and religious tenets were received. They form a general community, holding a common interest in all things. They call their peculiar social system "complex marriage." They are principally interested in horticulture and manufacturing. Their main manufactures are steel traps, sewing machine twist, ribbons, bags, and preserved fruits. They make traps of all kinds and sizes, suitable for catching everything—from a rat to a grizzly bear.

The Community commenced with a capital of \$100,000, and now has property to the amount of \$500,000. The dwellings are pleasantly located a short distance east of the Midland, and are surrounded by a lawn and ornamental grounds several acres in extent, artistically laid out with walks and drives, and planted with trees, shrubs, and flowers.

They have a laundry, fruit-preserving factory, dentistry, a printing office, school, store, shoe shop, tailor shop, and harness shop. They employ about two hundred hands not belonging to their organization, and pay good wages. They also have a saw-mill, a foundry, a carpenter shop and packing-box factory, and a machine shop.

Socially, these people "are a law unto themselves"—living in a manner not in accordance with the laws and usages of New York State. Their real estate is nominally held by the leading men, in whom the body have

confidence, the property being equally the property of all. Their community of interests as one family embraces the social relations. Their mode of life is fully set forth in a book written by J. H. Noyes, entitled "History of American Socialism."

Their prosperity is probably due to the efficient management of the founder and those associated with him as its leaders. It is believed, however, that in time, internal disagreements arising from the unnatural theory upon which their social structure is based, will cause its overthrow. Their Socialism is confined entirely to themselves; with outsiders they only deal in a business way. They are pleasant people to deal with, being straightforward, honest, and fair. They show themselves intelligent, peaceable, and kind-hearted.

The women dress neatly, and in something like the Bloomer costume, but in goods of different material and quality. They look clean, neat, and modest, though lacking in that elasticity and vivacity one finds in an equal number of women in ordinary homes. The men are clad as men generally are—in that style suiting them best—and, on the whole, are a good-looking, clean-faced, intelligent set of people, without viciousness or traces of dissipation.

At the Oneida Community there is no profanity; no coarse or vulgar language; no using intoxicating liquors as a beverage; no using tobacco in any form; no words of unkindness. Each one seems not only to respect

himself, or herself, but others, as well. Some of the family are old; some are middle-aged; a few are young.

The women take turns in the house-work; those who wait on the table this week do something else next—that labor may not become a monotonous drudgery. In the evening the “family,” old and young, meet in a room resembling a small theatre, it being fitted up with a stage, private boxes, chairs, sofas, little tables, etc., as cosy as you please. They meet, as do other families, to talk, to listen to music from the piano and other instruments—to sing, and chat, and visit—to talk freely concerning the acts of any and all members of the family; but in words of kindness—to witness tableaux, theatrical exhibitions, and other performances.

This is the recompense—these external comforts—received in exchange for that domestic sanctity which we call home; for the destroying of those sacred ties between husband and wife; parents and children.

Three miles north of here we reach

ONEIDA,

276 miles from New York,

Situated on the Oneida creek. A pleasant and lively incorporated town of some four thousand inhabitants. It contains five churches, two newspaper offices (*Dispatch* and *Union*), seminary, two banks, a fine public school, stores of every description, knitting factory, foundry, machine shop, two lumber yards, sash and blind factory, a large tannery, a malt house, flouring mill, and an extensive carriage and sleigh manufactory.

The place has a good fire company and efficient corporation officers. The Midland crosses the New York Central Railroad at this point. The Company has erected a splendid depot and eating house, two stories in height, for the convenience of its patrons.

MADISON HOUSE, MADISON STREET, ONEIDA.
Nearest hotel to the Midland Depot. R. M. Northrup, Prop'r.

DURHAMVILLE,

279 miles from New York,

A lively little village of about a thousand inhabitants, contains several churches, about a dozen stores, and a glass factory. At

STATE BRIDGE,

281 miles from New York,

The Midland crosses the Erie Canal. The place is a mere hamlet, containing a store, hotel, school-house, and about a dozen dwellings.

FISH CREEK STATION,

284 miles from New York,

Contains a depot and a hotel, and is located in a splendid farming district. At

NORTH BAY,

287 miles from New York,

The road strikes the Oneida Lake, following the north shore as far as Constantia, thirteen miles further up the lake. The view of the lake from the car window as you move northward, is beautiful and grand. North Bay is a pleasant little village of about four hundred inhabitants; contains a hotel, church, earthen-ware factory,

and two or three stores. Canal boat building is among the chief industries of the town.

WEST VIENNA,

290 miles from New York,

contains about one hundred and fifty inhabitants and has a hotel, several stores, and a saw-mill.

CLEVELAND,

193 miles from New York.

A growing village in Oswego county of about one thousand inhabitants; contains several stores, churches, and hotels, a glass factory, and a newspaper office (*Lake Side Press*). At

CONSTANTIA,

297 miles from New York.

The next stopping place, beautiful steamers connect with trains for Frenchman's Island, Oneida Lake, a delightful and romantic spot, under the management of the New York Yacht Club. This island has long been a favorite resort for pleasure excursions and picnies, and among the many attractions is excellent hunting and fishing.

Constantia is a lively and growing village of about three thousand inhabitants: contains several good hotels, stores of every description, three churches, excellent schools, a tannery, and many other business interests.

WEST MONROE,

301 miles from New York.

A small hamlet, with one store, a hotel, and a church.

CENTRAL SQUARE,

305 miles from New York.

Here the Midland crosses the Syracuse & Auburn R. R.

This place is a mere hamlet.

CAUGHDENOY,

306 miles from New York.

The village is about a quarter of a mile from the depot, and has a population of about three hundred; has several stores, a hotel, and a church. The Midland crosses the Oneida river here, and pursues a north-westerly course to

PENNELLVILLE,

311 miles from New York.

A little hamlet containing a dozen dwellings, a church, a school-house, a hotel, and a wagon shop.

TINGELL'S CROSSING,

315 miles from New York.

Simply a stepping place for trains, and we pass on six miles to

FULTON,

321 miles from New York.

A lively and growing village of three thousand five hundred inhabitants, on the Oswego river, twelve miles from Oswego. The place has a fine water power, and is quite extensively engaged in manufacturing. The Delaware, Lackawanna & Western R. R. also runs through the village. There are stores of every description, five or six churches, two newspaper offices (*Patriot* and *Times*), two banks, foundry, flour and woolen mills, several hotels, and a seminary in the place.

The next stop is at

BATTLE ISLAND,
325 miles from New York,

Simply a station named from an island in the Oswego river which can be seen from the car window, on the right. This little island was the scene of a severe battle between the British and Indians during the French War, previous to the Revolution. A company of soldiers were conveying provisions up the river in a small barge to relieve the garrison at Fort Ontario, Oswego. The Indians arranged a plan to intercept the party, and lay in ambush on this island. The British were apprised of the fact, and surrounded the Indians and gave them battle—which resulted in the defeat of the red men.

BUNDY'S CROSSING,
326 miles from New York.

A mere stopping place for trains.

SENECA HILL,
327 miles from New York.

A small station, six miles from

OSWEGO,
333 miles from New York,

A rapidly growing city, on Lake Ontario, of about twenty-five thousand inhabitants, with a flourishing foreign and domestic commerce, and considerable manufacturing enterprise. The city has every variety of stores and business enterprises incident to a commercial metropolis. In the city there are eight banks, seventeen churches, twenty-one public schools, a normal school,

orphan asylum, secret and independent societies of every description, two libraries, a home for the homeless, a large and effective fire department, water works, Board of Trade, two daily and weekly newspapers (*Palladium* and *Times*), three cemeteries, a regiment of National Guards, thirty hotels, three foundries, a knitting mill, about twenty lumber yards, twenty-one flouring mills, two salt companies, eleven grain elevators, and many other enterprises too tedious to mention.

Prior to 1848 the commerce of Oswego was conducted entirely by lake and canal. The Oswego & Syracuse R. R. was completed in 1849, and up to 1869 was one of the best paying railroads in the State. It was then consolidated with the Syracuse & Binghamton, Delaware, Lackawanna & Western, and Morris & Essex Railroads, under the management of the D., L. & W. R. R. Co., thus forming the first independent and direct route to New York and the coal fields of Pennsylvania.

The Oswego & Rome R. R. was completed and put in operation in 1866. It unites with the Rome, Watertown & Ogdensburg R. R., and gives Oswego direct communication with Northern New York and the New England States. It also connects with the N. Y. Central at Rome.

In August, 1873, the New York & Oswego Midland R. R. was opened through to New York, making a much shorter and direct route to the great metropolis of the Western Continent than any other constructed line. The Lake Ontario Shore Railroad is now being built from

Oswego to the Niagara River, and when completed will form a link in the great Trans-Continental Railway from Nova Scotia and Portland, on the Atlantic Ocean, to Puget Sound, on the Pacific.

The manufacture of flour is among the important interests of Oswego. The first mill was erected here in 1826, since which time the business has gradually increased in magnitude until Oswego has become one of the most important milling points in the country. There are now twenty-one mills, with one hundred and ten runs of stone, and can manufacture 8,800 barrels of flour daily, consuming in the same time about 44,000 bushels of wheat. With unrivaled water power—the Oswego river, having for its reservoirs eleven lakes in Central New York—the mills can be driven to their full capacity every month in the year, except, perhaps, in cases of severe and long continued drouth.

The eleven grain elevators here handle over 2,000,000 bushels of wheat, yearly. These elevators have facilities for loading canal boats at the same time they are discharging the grain from a vessel's hold.

The celebrated Oswego Starch Factory—the most extensive establishment of the kind in the world—is located here. This factory produces six thousand tons of starch yearly, and consumes over 500,000 bushels of corn in its manufacture.

The grain receipts amount to over 10,000,000 bushels yearly, and of lumber about 500,000,000 feet. The harbor here is one of the best on Lake Ontario, and is

protected by an extensive breakwater. Fort Ontario, an extensive military fortification garrisoned by U. S. troops, occupies a commanding position on a high bluff overlooking the city and the harbor.

Among the fine buildings here the city hall, post-office, court house, and Doolittle hotel are the most prominent. The city has two fine public parks, where much can be seen to be admired.

The Midland depot is located in the heart of the city, opposite the court house park. It is a large and convenient three-story brick structure, covering an entire block. On the first floor are elegant waiting rooms for passengers and convenient telegraph, ticket, baggage, and freight offices. In the upper portion of the building are located the general offices of the Company, which are models of neatness and convenience.

The traveler now has a brief description of the Midland route from the Atlantic to Lake Ontario—a route which for its varied scenery is unequalled in the Eastern or Middle States, rendering it a popular line of travel for tourists and pleasure-seekers.

At Oswego, the northern terminus of the road, connection is made daily with the Royal Mail line of steamers, which makes it the most desirable starting point for a trip by way of the lake route to the Thousand Isles and down the St. Lawrence river, or to the Falls of Niagara. Special rates are given to excursion parties of twenty-five or upwards, on application to the general ticket agent.

LITTLEJOHN HOUSE, East Third Street, OSWEGO, N. Y., opposite Midland depot. C. W. LOOMIS, Proprietor. Good accommodations for transient guests. Charges reasonable. Board by the day or week. Barn attached.

AUBURN BRANCH.

This branch of the Midland is known as the Buffalo Extension, and strikes off westward from the main line at Norwich, and is in full operation a distance of eighty-five miles, to Scipio Centre, nine miles from Auburn. Leaving Norwich this line follows the course of a little creek through a narrow valley to

FRINKVILLE,

5 miles from Norwich,

A little hamlet containing half a dozen houses, a store, and a creamery. At

STEWART'S,

7 miles from Norwich,

Simply a station, the line passes through a fine dairy region, as far as Freeville, about forty miles distant.

PLYMOUTH,

8 miles from Norwich,

The next station, is a pleasant little village of about one hundred and fifty inhabitants. It contains a hotel, several stores, two churches, a cheese factory, a saw-mill, and a grist-mill.

IRELAND'S MILLS,

12 miles from Norwich.

A saw-mill, and three or four dwellings.

LOWER BEAVER MEADOWS,

13 miles from Norwich.

A little hamlet containing a hotel, wagon shop, steam saw-mill, two stores, school, church, and about one hundred and fifty inhabitants.

BEAVER MEADOW,

14 miles from Norwich.

This region was formerly a favorite haunt of the beaver—hence the name Beaver Meadow. It contains a hotel, cheese factory, store, harness shop, and about one hundred inhabitants.

OTSELIC,

18 miles from Norwich.

This place is named after a creek which the Midland crosses before reaching the station, on a bridge and trestle over one thousand feet in length. The place contains about a dozen houses.

CRUMB HILL,

23 miles from Norwich.

Simply a flag station, and we pass on to

WILBERTS',

26 miles from Norwich.

Likewise a mere flag station.

DE RYTER,

29 miles from Norwich.

A pleasant village of about one thousand inhabitants, thirty miles from Syracuse. It contains several stores, churches, and hotels, an academy, and a newspaper office (*New Era*). The Midland Company contemplates

constructing a short-cut road from this place, to strike the main line at Smith's Valley, which will shorten the distance to Utica some fifty miles.

CUYLER,

33 miles from Norwich.

A village of some two hundred inhabitants; contains a hotel and three or four stores.

TRUXTON,

37 miles from Norwich.

A pleasantly located little village of some two hundred inhabitants. It contains a large woolen mill, a saw-mill, grist-mill, firkin factory, three churches, a hotel, an academy, and several stores.

EAST HOMER,

42 miles from Norwich.

A little hamlet of a dozen houses, with a church, a hotel, and a store.

CORTLAND,

48 miles from Norwich.

A beautiful and growing village of over six thousand inhabitants, on the Tioughnioga river. The Syracuse & Binghamton, N. Y. Midland, Utica, Chenango & Cortland, and Utica, Elmira & Ithica railroads, all centre at this point. It is the county-seat of Cortland county; has five or six churches, a State normal school, stores of all kinds, two newspaper offices (*Standard* and *Journal*), and is quite actively engaged in manufactures of various kinds; and is the most important town on this branch of the Midland. The village is situated in the heart of a beautiful agricultural region, and is growing very rapidly.

FREEVILLE,

58 miles from Norwich.

A mere hamlet of about a dozen houses. The Midland crosses the Ithica & Elmira and the Southern Central railroads at this point.

ETNA STATION,

65 miles from Norwich.

Simply a flag station, as is

ASBURY,

69 miles from Norwich,

Four miles further westward. At

SOUTH LANSING,

72 miles from Norwich,

The Midland strikes the old "Murdock Line," which was partly graded over twenty years since. The company failed, and the work remained unused until the coming of the Midland, which uses several miles of the Murdock road-bed from this place westward. The place is simply a flag station.

NORTH LANSING,

72 miles from Norwich.

A pleasant little hamlet containing a store, a hotel, a church, and about a dozen dwellings.

GENOA,

75 miles from Norwich.

A lively village of about one thousand inhabitants, situated in a beautiful valley. It has two large flour mills, several hotels, stores, and churches, a foundry, and a machine shop.

VENICE CENTRE,
81 miles from Norwich.

A little hamlet containing a few dwellings, a hotel, a store, a grist-mill, and a saw-mill.

SCIPIO CENTRE,
85 miles from Norwich,

The present terminus of the western branch of the Midland. It has a store, hotel, and a few dwellings. A stage line runs from here to Auburn, nine miles distant, in connection with all trains. The work of extending the road to some point on the Niagara river, was begun on the 8th of September, 1873, which it is designed to complete some time during 1874.

THE MONTCLAIR.

This branch of the Midland was first opened for travel on the 1st of January, 1873. It extends in nearly a direct line from the Hudson River at Jersey City, passing over the Hackensack salt meadows, the Passaic river, just below Bellville, skirting the suburbs of Newark, through Montclair, Bloomfield, the First Mountains at Great Notch, Little Falls, Mead's Basin, Pequannock, Pompton Plains, Pompton Junction, up the Wynockie Valley to Greenwood Lake, forty-three miles distant from Jersey City. It is operated by the New York & Oswego Midland Company and makes their through line seven miles shorter than the route *via* the New Jersey Division, and hence, *all through trains* pass over this branch.

ARLINGTON,
6 miles from New York.

The first station on the Montclair after leaving West End. Simply a stopping place. A half mile further on is

KEARNY,
6½ miles from New York,

The next station, named in honor of General Philip Kearny, whose memory is linked in the eventful history

of our late civil war. This station, like the previous one, is simply a stopping place for trains.

NEWARK,
7 miles from New York.

The depot is located in what was formerly the beautiful village of Woodside, but has recently been incorporated into the city limits of Newark. From the station a horse car line runs into the heart of the city which passengers may reach in about twenty minutes.

Newark has a population of 125,000; has factories and mills of every description, churches of every denomination, fine wholesale stores of various kinds, nine banks, plenty of retail stores of every kind, sixteen local life and fire insurance companies, twenty-two public schools, a high school, a normal school, New Jersey Historical Society, three or four daily and weekly newspapers (*Journal, Courier, Advertiser, Sunday Call, &c.*)

Leaving Newark the road traverses the summit of the western ridge of the Passaic Valley, and along the route no more beautiful or romantic scenery can be found.

MONTGOMERY,
8 miles from New York.

A busy little manufacturing village of two or three hundred inhabitants. Here is located the works of the Belleville Copper Rolling Mills, the first of the kind established in the United States. Before reaching

BLOOMFIELD,
9 miles from New York.

We cross the Morris canal which traverses the eastern end of the village. Bloomfield is a genuine old-fashioned

New Jersey town, the settlement of which dates back to the first settlement of New Jersey. There are seven churches, a newspaper office (*Bloomfield Record*), excellent hotels, well-conducted schools, stores of every description, several public halls, Masonic, Odd Fellows, and American Mechanics Lodges, several manufactories, and about seven thousand inhabitants.

CHESTNUT HILL,

11 miles from New York,

— Is in reality another depot for the accommodation of a portion of the people of Bloomfield.

MONTCLAIR,

13 miles from New York.

A thriving and beautiful town of about four thousand inhabitants, situated on the eastern slope of the Watchung Mountain, a spur of the Highlands, running southward from the Hudson river. Here you will find good sidewalks on all streets, stores of every description, several churches, a graded public school, a young ladies' seminary, a free library and reading room, a fine public hall, and a steam saw and planing mill. A branch of the Midland is being built to Morristown, to connect with the Montclair near here. The Midland has four depots at which trains stop for the accommodation of the citizens of Montclair—at Walnut street, Watchung, Cliff-side, and Mountain avenues. The Walnut street depot, the principal one, is an elegant iron structure, nearest the centre of the town, and all trains stop here; all local trains stop at the others. Montclair has become a favo-

rite resort for city people during the summer and possesses many important advantages not inferior to those of any town in the vicinity of New York.

RIDGE ROAD,

16 miles from New York,

Is simply a station in the great mountain passage known as "The Notch," the only point within a range of eleven miles at which, without tunneling, the engineer could carry his roadway over to the Peckman River Valley, which bounds the mountain's western slope. This wild defile was regarded by Washington, during the Revolutionary days, as an important point, and he had a company of riflemen posted here to give notice of the approach of the enemy.

CEDAR GROVE,

17½ miles from New York.

This is a choice location for suburban residences, within an hour's ride of the great city. It has a beautiful slope from the banks of the Peckham river to the tops of several mountains. The view over the valley of the river to the spires of Paterson, in the distance, gives a pleasing picture of unequalled variety. Location healthy and supply of good water abundant.

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REAL ESTATE

AND

FIRE INSURANCE AGENT,

OFFICE: 227 MAIN ST., (2nd floor, room No. 2) PATERSON, N. J.

Has some very fine building lots at CEDAR GROVE, which are offered for sale at reasonable rates. Lots on the Installment Plan and Loans Negotiated.

LITTLE FALLS,
19 miles from New York,

Contains two churches, two hotels, a public school, a carpet bag factory, and about one hundred inhabitants. It is situated on the Passaic river, and derives its name from the rapids which here descend fifty-one feet in a half mile, which rapids are to some extent used for manufacturing purposes. The Morris canal here crosses the Passaic river by a beautiful stone aqueduct of eighty feet span. The city of Paterson is only four miles from here, to the north.

SINGAC,
20 miles from New York.

Here is located some of the most extensive brick yards in the State. The village has a population of about one hundred, scattered over an area of a square mile or so, through which meanders the Singac creek. Just beyond the station we again cross the Morris canal, and at

MOUNTAIN VIEW,
22 miles from New York,

Cross the Delaware, Lackawanna & Western Railroad. The village, which retains the name of Mead's Basin, is a small, sleepy canal village of about a dozen houses; contains three stores and a hotel.

We again cross the Passaic river just beyond here at a point not far from its confluence with the Pompton river, which, in turn, is formed a few miles above by the united waters of the Pequannock, the Wanaque, and

the Ramapo, issuing from as many valleys which open out like a fan from the upper end of Pompton Plains.

PEQUANNOCK,

24 miles from New York.

This little hamlet boasts of a store, post-office, and school. Looking from the car window, on either side, the country presents a wide stretch of level and well-cultivated farm land.

POMPTON PLAINS,

26 miles from New York.

A pleasant little hamlet situated in a region famous for its fertility and prosperity ever since the early days of the settlement of New Jersey. One of the oldest churches in the State is located here which was first organized in 1736. At the opening of the Revolutionary War a liberty pole was put up on the ground near the parsonage, which the Tories cut down several times. Finally the people put up one and defended it with bars of iron, attaching to it a sign board bearing these significant words: "Liberty, Property, No Popery." This pole stands near to the church to this day. The place contains a store, hotel, and about one hundred inhabitants.

RIVERDALE,

27 miles from New York.

Is situated about the centre of the Plains. The village lies half a mile to the south, under the shadow of Colfax Mountain, and contains the celebrated Pompton Steel Works, a church, hotel, and several stores.

From this station branches off to the left a track by which through trains run direct to Bloomingdale, and thence on over the main line, instead of going around by the way of Pompton Junction.

POMPTON,
28 miles from New York,

Which covers an area of six miles, has, it may be said, three centres of population, the first of these at Pompton Plains, the second at Riverdale, and the third, the one just reached, which contains a hotel and a few dwellings.

At

POMPTON JUNCTION,
28½ miles from New York,

We cross the line of the New Jersey Midland, and enter the portals of the Wynockie Valley, with the Ramapo Mountain on the right and Federal Rock on the left. A fine hotel has been erected here which will accommodate fifty guests. We now follow up the valley through a wild region to

WANAQUE,
32 miles from New York,

A little hamlet containing a church, store, hotel, a public school, and about a dozen dwellings. About two miles west of here, on High Point Mountain, are the Wanaque mines.

MIDVALE,
32½ miles from New York,

Boasts a hotel, two or three dwellings, and a church.

RINGWOOD,

35 miles from New York,

More generally known as Boardville, from which diverges a branch road to the Ringwood Iron Works, a little mining village of five hundred inhabitants, three miles distant, and within half a mile of the State line.

From here the road turns off to the northward, skirting the mountain side, to

MONK'S,

38 miles from New York,

The present terminus of the road, five miles from Greenwood Lake. Monk's contains three or four dwellings, a hotel, and a saw-mill.

It is designed to extend the road on from here to Middletown, N. Y., which will shorten the distance to Oswego some twenty miles.

CRAWFORD BRANCH.

This branch of the Midland starts off from the main line at

CRAWFORD JUNCTION,

$2\frac{1}{2}$ miles from Middletown,

And passes through a fine farming region to Pine Bush, near the Ulster county line.

CIRCLEVILLE,

$4\frac{1}{2}$ miles from Middletown.

A little hamlet of about a dozen dwellings, with a hotel and a store, in a region familiarly known as "Bull-hack."

BULLVILLE,

7 miles from Middletown.

A pleasant little village of about one hundred inhabitants, and has two or three stores, a hotel, and two churches. It derives its name from the early settlers of this section.

THOMPSON'S RIDGE,

$9\frac{1}{4}$ miles from Middletown.

Named in honor of Daniel Thompson, Esq., President of the company that built this branch road, which is now operated by the Midland under a lease. Simply a station and post-office.

PINE BUSH,
13 miles from Middletown.

A pleasant little village containing about a dozen stores, two hotels, three churches, marble yard, grist-mill, coal and lumber yard, and about four hundred inhabitants.

It is contemplated to extend this branch from here on to the Hudson river to make connection with the various railroads of the New England States centering at the proposed bridge across the Hudson at Poughkeepsie.

ELLENVILLE BRANCH.

The junction of this branch with the main line is made at Summitville, from which point the road follows down the Neversink Valley to Ellenville, eight miles distant.

PHILLIPSOPRT,
2 miles from Summitville.

The first station after leaving Summitville. It contains a church, one hotel, five stores, three boat yards, a saw-mill, and about four hundred inhabitants. Canal boat building is carried on here quite extensively. There are ten locks in the canal at this point, reducing its level in all one hundred and twenty feet.

HOMOWACK,
4 miles from Summitville.

A quiet little canal village of about four hundred inhabitants containing three stores, two hotels, grist-mill, woolen mill, and a church.

ELLENVILLE,
8 miles from Summitville.

This is one of the most important villages in Ulster county, thirty miles distant from the Hudson river at Rondout, and has a population of about four thousand inhabitants. Ellenville was first settled in 1805. In

1825 it contained four houses. After the building of the Delaware & Hudson canal it commenced a lively growth which has continued to the present time. It was incorporated in 1857, when it reached the dignity of a village. It is one of the handsomest villages in the State, and the natural thrift and energy of its inhabitants exhibits itself in the fact that the streets are all lined with shade trees, and the sidewalks have been flagged, at an expense of \$50,000, during the last three years, the stone being quarried back of the town; besides the building of water works, at an expense of \$40,000, which secures a perpetual supply of beautiful spring water, brought from the mountain across the canal.

Among its institutions it numbers six or seven churches, three or four hotels, two newspaper offices (*Journal* and *Press*), a female seminary, three banks, an extensive glass factory, a pottery, a knife factory, a large tannery, and manufactories of various kinds.

The glass works cover about twelve acres of ground, including slips, docks, saw-mill, and shops; give employment to about 250 hands, and manufacture about \$250,000 worth of wares annually. The present Company is the successor of the old Ellenville Glass Co., which commenced operations in 1836. They manufacture black, green, and amber glassware.

The operations are carried on with the regularity of clock-work. The men have their positions on a raised platform around the furnace glowing with intense heat, in which the material is melted into a red and flowing

mass. Each workman is provided with a long and hollow metal pipe which he dips into the liquid glass and withdraws a quantity sufficient to make a bottle. This, for a moment, is rolled over a smooth stone surface with a gentle blowing through the pipe until a small sack is formed. It is then inserted in the mould, which is closed upon it by the foot of the operator, and a full breath through the pipe expands it to fill the aperture. Another touch of the foot opens the mould, and a full-fledged bottle is withdrawn. After a few finishing touches around the mouth a small boy receives it on an iron rod and carries it to the oven to be baked. The sand used for glassmaking in this establishment is procured along the New Jersey coast and shipped to Ellenville by water.

At the pottery the novel and interesting process of manufacturing earthen pots, jugs, and vases may be witnessed. These, too, are made from New Jersey material, the clay being brought from South Amboy by ship and canal boat. No patterns or moulds are used here. The clay is kneaded somewhat after the fashion of mixing bread, until it is brought to the proper consistency for moulding. A lump is then placed on a revolving pedestal, and with one hand on the outside and the other within, the mass is soon pressed up to the shape required—the work all being done by the eye. Here the reader will wonder how the hand can be withdrawn from so small a hole as the mouth of a jug. It can't be done. For that reason it is withdrawn after the body of the jug

is finished, but before the mouth is closed. The puckering and fashioning of the mouth is done from the outside.

Five miles east of here is a high mountain peak known as "Sam's Point," in the rocks of which is an ice cave where through the sultriest days in summer the temperature is insufficient to melt the ice which the winter has left there. Here, on the banks of a beautiful lake which has no perceptible outlet, a fine summer hotel has been erected. The waters of this lake are clear as crystal and the bottom can be plainly seen at a depth of sixty feet. The proprietor of the hotel secures his supply of ice during the summer from the ice cave, hence, is not troubled in gathering it during the winter, nature furnishing the material and the house besides performing the labor of harvesting.

DELHI BRANCH.

This branch extends from Walton to Delhi, and is seventeen miles in length.

COLCHESTER,

4 miles from Walton,

Is the first station after leaving the main line. It is a pleasant little village of about three hundred inhabitants, with two churches, a hotel, and several stores.

HAWLEY'S,

7 miles from Walton.

A little hamlet of a dozen houses and one store.

HAMDEN,

9 miles from Walton.

A neat little village of about two hundred inhabitants, with a hotel, a church, and several stores.

LANSINGVILLE,

10 miles from Walton.

A thrifty and growing village of about five hundred inhabitants, with two churches, two hotels, and several stores.

DELHI,

17 miles from Walton,

Situated on the Coquago river, and the county-seat of Delaware county, has a population of about fifteen hundred inhabitants, and is seventy miles distant from the

Hudson river at Rondout. It contains several fine churches, stores of all kinds, and three newspaper offices (*Gazette*, *Republican*, and *Express*). It is a centre of a large farming district.

NEW BERLIN BRANCH.

This branch extends from the main line at East Guilford Junction to New Berlin, twenty-two miles distant, following the west shore of the Unadilla river. The first station is

ROCKDALE,

3 miles from East Guilford Junction,

A pleasant little village with a church, a hotel, a store, a grist-mill, and about one hundred inhabitants.

MOUNT UPTON,

7 miles from East Guilford Junction,

Has two churches, a hotel, a grist-mill, a saw-mill, a harness shop, a cooper shop, and about three hundred inhabitants.

ROCKWELL'S MILLS,

8 miles from East Guilford Junction,

Contains a church, a saw-mill, an extensive woolen factory, and about one hundred inhabitants.

LANTHAM'S CORNERS,

9 miles from East Guilford Junction.

Simply a stopping place for trains.

WHITE'S STORE,

11 miles from East Guilford Junction,

Contains a church, a hotel, a store, a grist-mill, a saw-mill, and about a dozen houses.

HOLMESVILLE,

13 miles from East Guilford Junction,

Contains a church, saw-mill, grist-mill, tannery, store, and about thirty dwellings.

SOUTH NEW BERLIN,

14 miles from East Guilford Junction,

Contains two churches, eight or ten stores, several mechanic shops, and about three hundred inhabitants.

DAVIS' CROSSING,

17 miles from East Guilford Junction.

Simply a stopping place for trains.

NEW BERLIN CENTRE,

18 miles from East Guilford Junction,

Contains a store, a grist-mill, a cheese box factory, a turning and planing mill, and about one hundred inhabitants.

SAGE'S CORNERS,

19 miles from East Guilford Junction.

Simply a flag station, and we pass on to

NEW BERLIN,

22 miles from East Guilford Junction,

Situated on the Unadilla river. It contains four churches, an academy, a newspaper office (*Gazette*), a paper mill, a tannery, a brewery, an iron foundry, several stores and mechanic shops, and about one thousand inhabitants.

UTICA BRANCH.

This branch extends from the main line at Smith's Valley to Utica, a distance of thirty-one miles. The first station is

HAMILTON,
2 miles from Smith's Valley,

A beautiful, thrifty, and growing town of about two thousand inhabitants. It contains four or five handsome churches, a number of stores of all kinds, a tannery, several manufacturing establishments, and two newspaper offices (*Republican* and *Volunteer*). Seat of Madison University, Theological Seminary, and several other schools.

PECKSPORT,
5 miles from Smith's Valley.

Simply a stopping place for trains.

BOUCKVILLE,
7 miles from Smith's Valley.

Contains one church, a hotel, tannery, store, and about one hundred inhabitants.

SOLSVILLE,
9 miles from Smith's Valley,

Contains three stores, a church, a cheese factory, a hotel, and about two hundred inhabitants.

ORISKANY FALLS,

13 miles from Smith's Valley,

Contains two churches, a hotel, two stores, two large woolen mills, a flouring mill, a saw-mill, a machine shop, and about eight hundred inhabitants.

DEANSVILLE,

17 miles from Smith's Valley,

Contains two churches, an academy, a hotel, a store, and about two hundred inhabitants.

FRANKLIN IRON WORKS,

20 miles from Smith's Valley.

It has an extensive iron smelting furnace, a hotel, store, and about three hundred inhabitants. The next stopping place is

CLINTON,

22 miles from Smith's Valley.

This is one of the most beautiful towns in central New York, and is noted for its excellent public schools and their pleasant location. The village was named in honor of Gov. George Clinton, and was first incorporated in 1853. It contains six churches, Hamilton College, Houghton Seminary, Cottage Seminary, Clinton Liberal Institute, Rural High School, a newspaper office (*Clinton Courier*), two hotels, a bank, and about two thousand inhabitants.

Hamilton College is one of the best institutions of learning in the State; is located in a beautiful park of fifteen acres, overlooking the village of Clinton and the surrounding country for miles. This park is laid out in handsome style in the modern English method.

A branch road extends from Clinton to Rome, thirteen miles distant.

PORTER'S BRIDGE,
24 miles from Smith's Valley.

Simply a flag station.

NEW HARTFORD,
27 miles from Smith's Valley,

Situated on Sanquoit creek, has five churches, two cotton mills, a bolt factory, a stocking factory, a flour mill, a carriage factory, two hotels, and about one thousand inhabitants.

UTICA,
31 miles from Smith's Valley.

A city of thirty thousand inhabitants, situated on the south bank of the Mohawk river, in one of the best agricultural regions of the State. It contains thirty churches, eleven banks, county buildings, a large number of extensive manufacturing establishments of cotton and woolen goods, steam engines, mill stones, musical instruments, &c., large malt houses and breweries, five newspaper offices (*Bee, Morning Herald, Observer, Tillinghast's Paper, and Y Drych*).

The Erie canal and the N. Y. Central Railroad pass through the city.

ROME BRANCH.

This branch extends from Clinton to Rome, a distance of thirteen miles.

KIRKLAND,

2 miles from Clinton,

The first stopping place, has a church, hotel, store, and about twenty dwellings.

CLARK'S MILLS,

3 miles from Clinton,

Has a church, a store, a hotel, a large cotton factory, grist-mill, and about two hundred inhabitants.

WESTMORELAND,

5 miles from Clinton,

Contains a hotel, several stores, two churches, and about three hundred inhabitants.

BARTLETT'S

7 miles from Clinton.

A little Quaker village containing a church and about a dozen dwellings.

ROME,

13 miles from Clinton,

Situated on the Mohawk river. It is a half-shire of Oneida county; contains county buildings, thirteen churches, four banks, three newspaper offices (*Rising Sun*, *Roman Citizen*, and *Sentinel*), an academy, several

private schools, and numerous extensive manufactories. Several railroads and canals centre here—the Erie and and Black River canals and the N. Y. Central; Rome, Watertown & Ogdensburgh; and Midland Railroads.

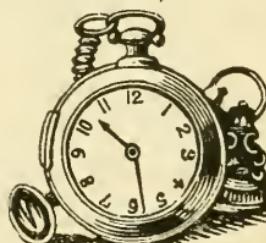
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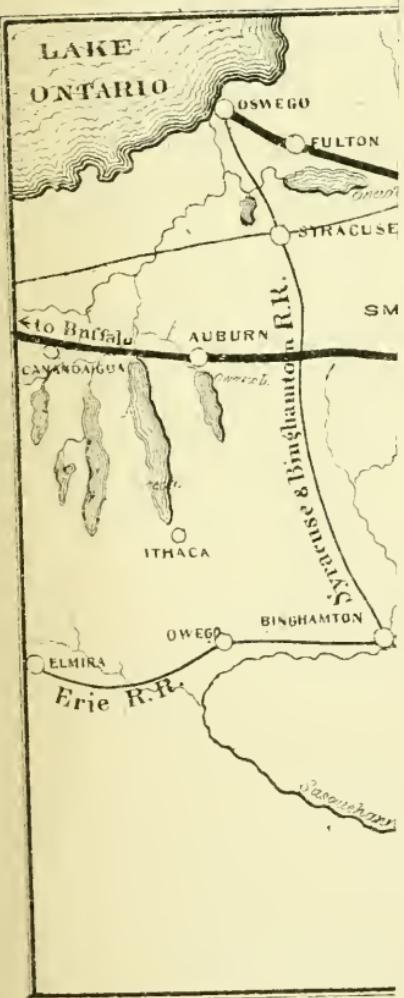
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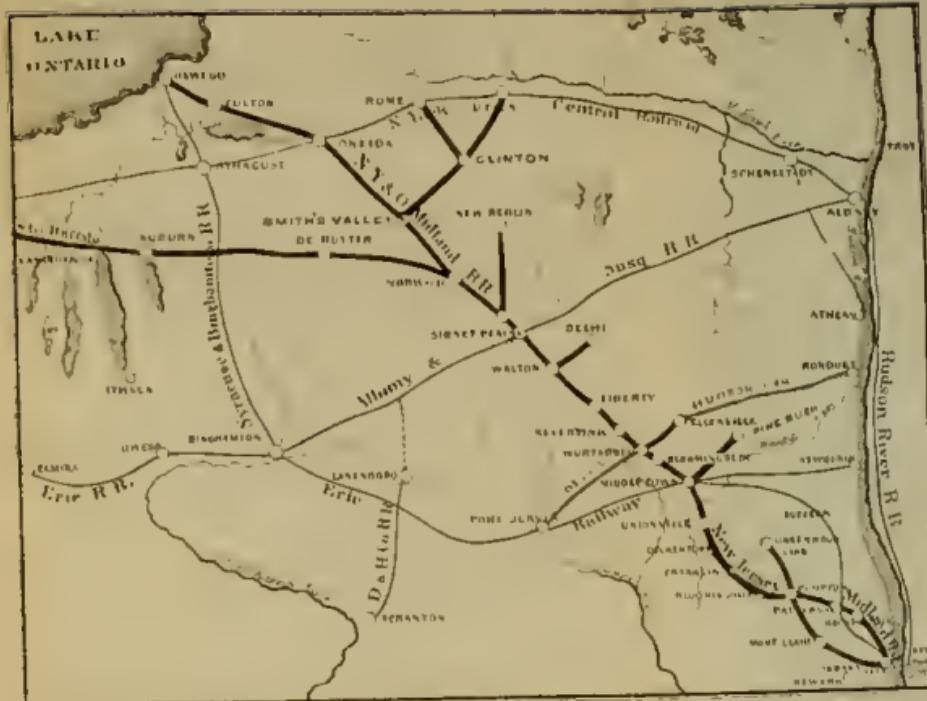
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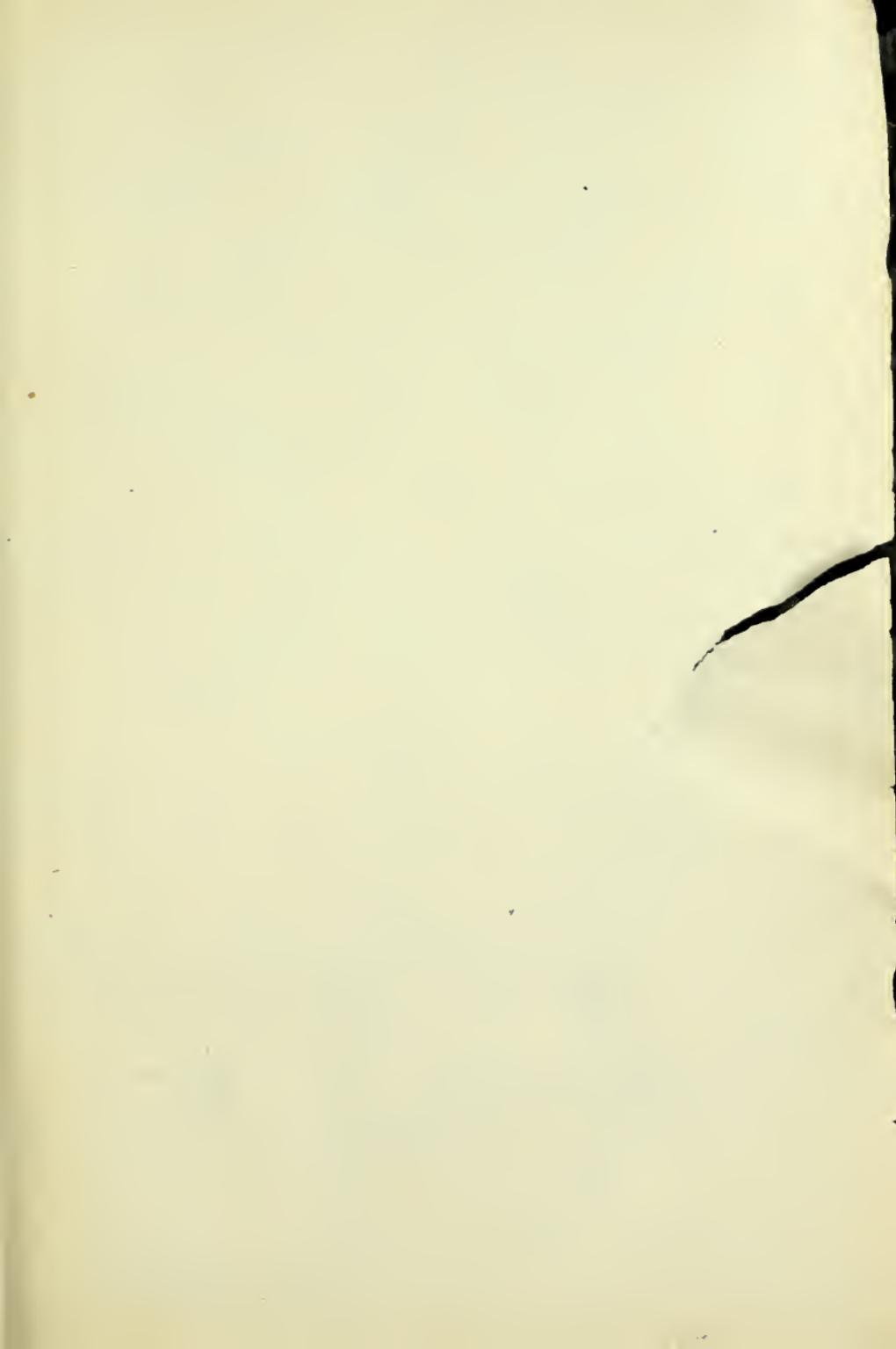
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